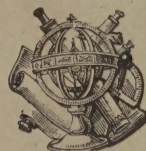
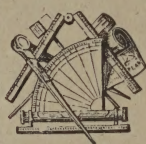


Bark
Eugenian
~~1870~~ 1879-1871 1914



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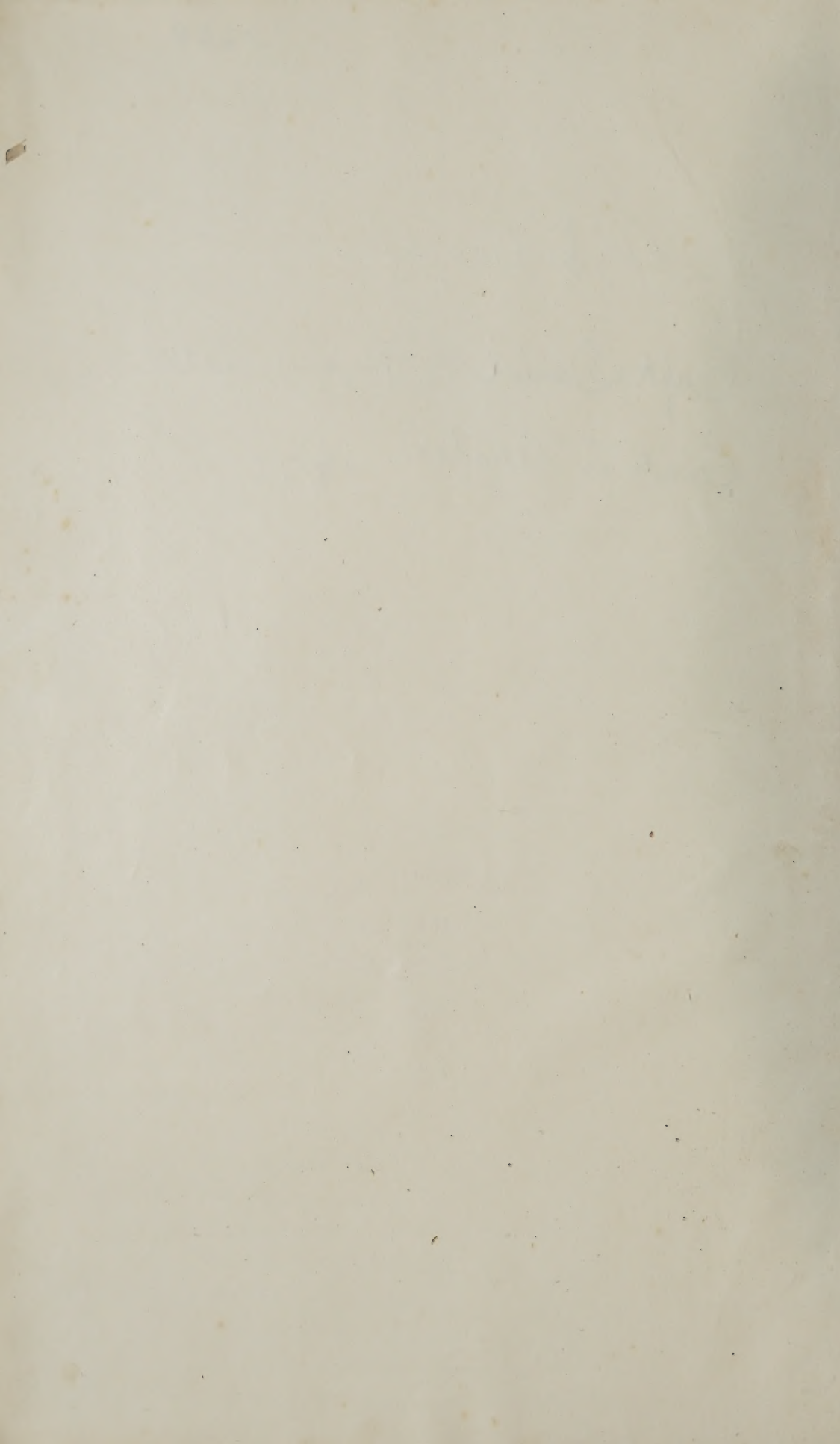
WENDALL MACY.

87m
3.25

Bk Eugenia

Capt Daniel B. Hyde master
Lost in Arctic 1871





Bk Eugene Log Book 18.69

Sailed Sept ^{the} 14 18.69 on a Whaling
vorge Nye Master at 11 P M took the
Anchor and commenced to beat out of the
Bay wind S S E So Ends

Wed Sept ^{the} 15
First Part of there 24 hours Light winds
At 6 A M the Pilot left us Sound Sig
Light boat bearing S W by S distance 4 miles
With I take my Departure Middle Part Steady
by the wind heading S W by S. Latter Part
All hands Employed in fitting boats wind
and weather much the Same So Ends

Lat by obs 40.58 N

Long by Chron 70.57 W

Thurs Sept ^{the} 16
First Part Light winds and calms coes S S E
all hands Employed fitting boats Middle
and Latter Part Light winds and variable
all hands Employed on various jobs on
Ships Duty So Ends

Lat by obs 40.21 N

Long by Chron 70.40 W

Friday Sept ^{the} 17
First Part Light winds and calms coes
Steered S S E at 4 a m coes S E all
hands Employed brakeing out main tale
Middle and Latter Part wind and weather
much the Same all hands Employed fitting
boats and whaling gear and Sundry
other jobs on Ships duty So Ends

Lat by obs 39.40 N

Long by Chron 69 52 W

Remarks on board Bk Eugenia

Saturday Sept 18
First Part Light winds from E N E
and fine weather corse Steered S E by E
hands Employed Putting on chafeing
gear and other oil jobs at 6 P m calum
two Sails in Sight Middle Part Strong
breeze from E S E Steering by the
wind heading S S E Middle and Latter
Part the Same at 6 P m Dubble reefed
the top Sails all hands Employed
on Ships duty So Ends

Lat by obs 37.51 N
Long by Chron 68 43 W

Sunday Sept ^{the} 19
First Part Strong wind from E N E
and cloudy weather Steering by the wind
heading from S E to S S E at 2 a m Set
the top Sails all hands Employed on
Ships duty Middle and Latter Part the
Same one Sail in Sight So Ends

Lat by obs 36.14 W
Long by Chron 67.45

Monday Sept ^{the} 20
First Part of these 24 hours Light wind
from E and thick weather Steering by the
wind heading S S E at seven o'clock the wind
hauled out S E Ship heading E N E at
seven o'clock and 30 minets While the Capt
was talking with the cook in regard to
cooking the Starboard watch came aft
In mass I told them to go forward
and they all went but John Buttman
he told me that he would not go
I told him he must go three times
and he would go I took hold of him
and he got clear of me and Luis Port
I am your Sole the Same time hauled out
his Sheeth knife and Struck at me

Bona to the Eastward 18 69
and after the Capt thought the case
over he put him in iron for Safty
as myself and all the officers think
him a Dangerous man Middle Part calm
Latter Part Light winds from W and Pleasant
all hands Employed on Ships Duty at 9 P.M.
Saw black Fish but no chance So Ends
Lat by obs 36. 02 N
Long by Chron 67. 19 W

Tuesday Septth 21
First Part Light winds from W and Pleasant
Weather Clearing E by N all hands Employed
on various jobs Middle Part the Same Latter
Part Wind N E and thick weather and raining
all hands Employed fitting Ship for Whaling
John Butler Still in irons So Ends

FEB 1833

SECOND

Wed Septth 22
First Part Strong winds from N E and
Pleasant weather Staring by the wind heads
E by S all hands Employed on Ships duty
Middle Part wind and weather Much the
Same Latter Part the Watch Employed
on various jobs blowing Strong from E by S
at 8 P.M. Put one reef in the top Sails
Saw nothing Worth remarks So Ends
John Butler Still in irons

Lat by obs 35. 38 N
Long by Chron 63. 07 W

Thurs Septth 23
First Part blowing Strong from E N E and
Cloudy weather Staring by the wind at one
a.m. Double reef top Sails Ship heaving
S E by E Middle and Latter Part the Same
the Watch Employed putting rigging and other
various jobs John Butler Still in irons So
Ends Lat by obs 34. 27 N Long by Chron 62. 12 W

Remarks on Board B K Eugenia 1869

Friday Septth 24

First Part of these 24 hours Light winds from E & E and fine weather Steering by the wind on Diferent Tacks trying to work to the Eastward the watch Employed on various jobs on Ships Duty middle Part Light winds from E & E Latter Part the Same the watch Employed on Ships duty John Buttle Still in irons Saw nothing worth remarks To Ends
Lat by obs 33.30 N
Long by Chron 61.57 W

Saturday Septth 25

First Part Light winds from E & E and Pleasant weather Steering by the wind heading S E all hands Employed Setting up main riggin and head gear at Sun Set Pleasant all Sail Set Middle Part wind N E heading S E & Latter Part wind E N E the watch Employed on Ships duty John Buttle Still in irons Saw one Fin back whale
Lat by obs 32.42 N
Long by Chron 60.12 W

Sunday Septth 26

First Part Light winds from E and Pleasant Weather Steering by the wind heading S E the watch Employed on various jobs on Ships duty Middle and Latter Part wind and weather much the Same one Sail in Sight John Buttle Still in irons
Lat by obs ^{Long} 32.46 W
Long by Chron ^{Lat} 31.08 N

Monday Septth 27

First Part Light variable winds and fine Pleasant weather Steering by the wind heading from E by N to S E at half Past 12 o'clock while the Captain was Showing James Brown how to take care of his things in the cook house the Sea James Brown

Bound to the Earlward 18. 69

Did not like the captain coming in to the cox
house and he hauld up and Struck the captain
in the face and ureing ready insutting Sagravage
the captain told him to Stop but he would not
So we tide him up in the riggin and kept
him there 30 minuts and then Put him in
irons and Put him in the Ships run for Saight
as i think him a Dangerous man and not
Safe to run at large at 4 P.M. calm Middle
Part the Same Latter Part Light winds from
WSW the watch Employed on Ships duty To Ends

Lat by obs 31. 14 N

Long by Chron 58 58 W

Tuesday Septth 28

First Part Light winds from WSW and Pleasant
weather Steering E N E the watch Employed
on Ships duty at 4 a.m. course N E by E James
Brown and John Buttler in irons Saw
nothing Middle Part the hauld out S S E
at daylight eight winds and calms Latter Part
Saw black fish Toward three hours Struck
and got one to the Garhouse boat at 10 P.M.
the boats came on board course Steered E N E
the watch Employed cutting black fish John
Buttler and John Brown Still in irons To Ends

Lat by obs 32. 13

Long by Chron 56. 31

Wed Septth 29

First Part Strong winds from S E and
Pleasant weather course E N E the watch Employed
Brakeing out water at Sun Set tide the
Pumps and found considerable water in the
Ship Middle Part Strong winds from E S E
Latter Part Light winds and calms Saw nothing
To Ends James Brown and John Buttler
in irons

Lat by obs 33. 34 N

Long by Chron 54. 34 W

Remarks on Board Bk Eugenia

1869

Thursday Septth 30

First Part of these 24 hours Light wind
From S & Steering E & the watch Employed
in trying out black fish and repairing the
riggin at one a m Past a Steam Ship
Steering W at Sun set Light winds and
calms with Showers of rain Middle and Latter
Part Light winds and variable with Showers
of rain at 11 P m Saw a large breacher
for it James Brown and John Buttler Still
In irons So Ends no obs

Friday

Sept 1

First Part Light variable winds Steering
N W by W with thick rainy weather at one
30 am Saw Sperm whales going to the
windward with no chance to lower for them
at 4 P m a thick rain Storm Middle Part
weather much the same Latter Part calm and
Pleasant the watch Employed on various jobs
on Ships duty Saw nothing worth remarks
James Brown and John Buttler in irons

Lat by obs 34° 35' N
Long by Chron 53° 25' W

Saturday Octth 2

First Part of these 24 hours Light winds
and calms course E & all hands Employed
in fitting and setting up riggin and look-
ing out the after hole one Sub in sight 11 miles
and Latter Part Light winds from E & and
Pleasant Steering by the Wind on Diferent
Sacks working to the Eastward the watch
Employed on various jobs on Ships duty
James Brown and John Buttler in irons

Lat by obs 34° 36' N
Long by Chron 53° 08' W

Bonnie to the Eastward 18.69

Sunday Oct the 2
First Part Strong winds from ENE and
fine weather Steering by the wind heading
SE two Sails in sight the watch Employed
on Ships duty Middle and Latter Part wind and
weather much the same one Sail in sight So Ends
John Buttler and James Brown Still in irons

Lat by obs 33.10 N

Long by Chron 51.05 W

Monday Oct the 4

First Part of these 24 hours Strong winds from
ENE and Pleasant weather Steering by the wind
heading SE one Sail in sight at 3 P.M. Saw
sneeches four Points on the weather four miles off
at Sun Set took in flying jib and gaff top
Sail Middle Part huddled except the top Sails
Latter Part blowing a moderate gale from
ENE Steering by the wind heading SE
the watch Employed on Ships duty John
Buttler Still in irons Saw nothing So Ends
James Brown on duty

Lat by obs 32.09 N

Long by Chron 49.39 W

Tuesday Oct the 5

First Part of these 24 hours blowing a strong
gale from ENE and Pleasant Steering by the
wind under Short Sail Saw nothing Middle
Part blowing Strong Latter Part much the
same the watch Employed on Ships duty John
Buttler Still in irons Saw nothing So Ends

Lat by obs 31.08 N

Long by Chron 49.25 W

Wed Oct the 6

First Part blowing Strong from ENE and the
weather Steering by the wind heading SE
at 3 a.m. wore Ship heading NE by E middle Part
the same Latter Part blowing a strong
gale from ENE Steering NNE Saw nothing
John Buttler in irons

Lat by obs 31.43 N

Long by Chron

Remarks on Board Bk Eugenia 1869

Thursday Oct ^{the} 7

all these 24 hours blowing a strong gale from SE and a thick rain storm Steering NNE to NE by E the watch employed on heaving out water out of the main hold Saw nothing worth remarks John Butcher Still in irons

No obs 36.01

Friday Oct ^{the} 8

No obs 46.48

First Part of these 24 hours blowing strong from SSW Steering NE by E with showers of rain the watch employed heaving out the after hold for plover and rice Middle and latter Part wind and weather the same Saw nothing worth remarks John Butcher in irons

Lat by obs 36.01

Long by Chron 47.08

Saturday Oct 9

First Part commenced to moderate wind SSW and thick weather Steering NE by E at 2 am calm at 3 am got a breeze from N Steered E by N at 6 clock took in Light Sails at 6.30 Put two reefs in the top Sails blowing strong from the North and thick weather core E by N Middle Part Wind the same latter Part Steering E Saw nothing the watch employed on Ships duty John Butcher Still in irons So Ends

Lat by obs 37.44 N

Long by Chron 42.31 W

Sunday Oct ^{the} 10

First Part blowing strong from NNE and Pleasant Steering E by S the watch employed on various jobs on Ships duty Middle Part wind and weather much the same latter Part blowing heavy at 8 P M Part a Large Ship Steering SE John Butcher in irons So Ends. Lat by obs 38.00 N Long by Chron 38.52 W

Bonniv to the Eastward
Monday Oct ^{the} 11

First Part of these 24 hours blowing a Strong
gale from N N W and thick weather with Showers
of rain Steering E under Inhible reef top Sails
Middle Part the Same Latter Part Light winds
and calms with Showers of rain Saw nothing
worth remarks John Buttler Still in irons

Lat by obs 38. 35 N

Long by Chron 6. 58 W

Tuesday Oct ^{the} 12

First Part blowing a moderate gale from N by E
Steering E the Watch Employed on Ships duty
at 6 a m blowing heavy close reef the fore
top Sail Steering by the wind heading E by N
Middle Part blowing heavy 11.30 took in the fore
Sail and close reef main top Sail at daylight
Set the fore Sail Latter Part Tying to heading
E by N one Large Ship Part Steering W to E
John Buttler Still in irons

Lat by obs 38. 54 N

Long by Chron 35. 52 W

Wed Oct ^{the} 13

First Part comes in with a Strong gale from
N N E and thick rainy weather Tying to on
the Port tack at 3 a m kept off and Steered
corre E S E at 5 a m took in the fore Sail and
close reef main top Sail and hove the Ship to
blowing to heavy to rain at Sun Set blowing
a lively gale from N N W Ship heading N E and
the Port Wind and weather much the Same
Latter Part blowing heavy at 8 P M were
Ship Ship heading N N W with a heavy Sea
to Ends John Buttler Still in irons

Lat by obs 38. 50 N

Long by Chron 34. 08 W

Remarks on board Bk Eugenia 18..69

First Part of these 24 hours blowing strong
From E N E at 2 a m commenced to moderate
at 3 a m wore ship and set double reef
Top Sails core steered E S E at Sun set calm
middle Part calm latter Part light winds from
Southward and Pleasant weather Steering
E S E all hands Employed heaving out board
and water John Butler Still in irons

Lat by obs 38..49 N

Long by Chron 32..29 W

Friday Oct ^{the} 15th

First Part comes in with light wind from
S S W and fine weather Steering E S E the watch
Employed on setting up rigging Middle and
latter Part variable winds at 7 P M saw
the Island of Looe one of the western islands
Bearing N by W Distance 30 Miles at 10
30 P M took ship heading S by W with a
thick rain storm John Butler in irons

Lat by obs 39..06 N

Long by 30..04 W

Saturday Oct 16

First Part of these 24 hours strong winds
from N E at 1 a m wind E S E moderate
with showers of rain at 3 a m fine weather
Steering by the wind heading S by E the
watch Employed on ships duty Middle Part
calm latter Part got a light breeze from
E S E Steering by the wind to the S at
12..30 took ship heading N E by E saw
nothing so Encls John Butler in irons

Lat by obs 38..22 N

Long by Chron 30..24 W

Sunday Oct ^{the} 17

First Part light winds from E S E and
thick weather Steering by the wind on Dipper
Hooks Middle and latter Part strong
breezes from E and Pleasant one Sail
in sight so Encls Lat by obs 37..50 N
John Butler in irons Long by Chron 28..18 W

Bonniv to Hazel

Monday Oct ^{the} 18

First Part of these 24 hours blowing Strong from E S E Steering by the wind heading N E at one a m Dubble reefed the top Sails and took in main Sail and took up the boats blowing a gale at Sun Set thick cloudy weather and blowing heavy middle Part much the same at Daylight Sun the S S Land of Pico at Seven o'clock Sun pyral bearing S E by E at 9 o'clock took in the fore Sail blowing a heavy gale from S E with much rain Sun on Ship Steering to the westward John Buttler in irons

No obs

No obs

Tuesday Oct ^{the} 19

First Part blowing a heavy gale from S E with much rain at one a m Set the fore Stay Sail at Sun Set wind and weather abate the same took the boats on the upper cruises Ship heading E N E wind S E middle Part much the same latter Part the gale commenced to moderate the watch Employed on Ships duty Sun nothing worth remarking So Ends

Lat. by obs 29.36 N

Long by Chron 28.50 W

Wed Oct ^{the} 20

First Part Light winds from S S E and thick smoky weather Steering by the wind heading from E to E S E the watch Employed on various jobs at Sun Set fine Pleasant weather middle Part the same latter Part blowing a gale from S S E Sun four Ships all Steering by the wind to the Eastward at 11 P m the gale commenced to moderate the watch Employed on Ships Duty So Ends John Buttler in irons

No obs

No obs

Remarks on Board Bk Eugenia 18.69

Thursday Oct the 21

First Part of these 24 hours strong winds from the SSW and thick smoky weather steering by the wind heading S E middle Part much the same ship on Diferant took latter Part strong winds from SSW bore ships in sight at 9 P.M. Sun the IS Land of Pico and Fayal Bearing S E Distance 30 miles the watch Employed on Ships duty John Buttle Still

Lat by obs 32.42 N
Long by Chron 28.50 W

Friday Oct the 22

First Part of these 24 hours - strong wind from S E and thick smoky weather steering by the wind trying to get up with Sun at Sun Set the NW Point of Fayal Bearing SW by S East Point Bearing S E Distance 12 miles the main Body of the island Distance 6 to 8 miles Bearing from SW by S to E S E middle Part lying off and on Fayal with light variable winds latter Part strong winds from S E with shows of rain at 11³⁰ P.M. the Capt went on shore ship lying off and on so ends the day

Saturday Oct the 23

First Part of these 24 hours strong winds from S E lying off and on took on board a recruits of Sweet potatoes and onions Discharge John Buttle as he was a dangerous man on board at Sun Set the Capt came on board and set all sail bound South all well on board middle Part steering Diferant courses to get round the island latter Part steering by the wind heading from W S. to S S W. the watch Employed on breaking out weather so ends.

Lat by obs 37.10 N
Long by Chron 29.58 W

Bound to the Southward

Sunday Oct ^{the} 24

First Part Strong winds from ESE and Pleasant weather Steering by the wind heading SSE in the watch Employed on Ships duty middle Part Strong winds and Pleasant weather Part a Bk Steering N 91° Latter Part wind and weather much the same Part one Ship Steering N So Ends

Lat by obs 34.53°
Long by Chron 29.50°

Monday Oct ^{the} 25

This day commences with Strong winds from ESE and Pleasant weather Steering by the wind heading from S by E to SSE at Sun Set Part a Large Ship Steering N 91° middle Part wind and weather much the same Latter Part the watch Employed fitting rigging Saw nothing worth remarking So Ends

Lat by obs 32.26°
Long by Chron 29.19°

Tuesday Oct ^{the} 26

First Part of these 24 hours Light winds from ESE and fine weather Steering by the wind heading from SSE to S by E Saw nothing middle Part wind and weather the same Latter Part the watch Employed fitting the main rigging Saw nothing worth remarks So Ends

Lat by obs 30.00°
Long by Chron 28.41°

Wednesday Oct ^{the} 27

First Part Strong winds from ESE and fine weather Steering by the wind heading from SSE to SSE middle and Latter Part wind and weather much the same the watch Employed in fitting rigging Saw nothing worth remarks So Ends

Lat by obs 27.23°
Long by Chron 28.38°

Remarks on Board Bk Eugenia 1869
Thursday Oct ^{the} 28

First Part of these 24 hours Strong winds
from ESE and Pleasant weather Steering by
the wind heading from S to SW nothing in
Sight middle Part Light winds and Pleasant
at daylight Mr Gurnum the Second mate
having the morning watch told two of the
men to draw water to wash Deck as usual
one of the men by the name John Hope said
he could not draw water Mr Gurnum told
him to come in on Deck then when he was
coming in over the rail hope says i cut some
of you skin of fishes get and took hold of Mr
Gurnum Mr Rogers the third mate seeing
John hope hooked to the Second mate took
hold of John hope and tried to take him
off of the Second mate while dawning so John
hope cut Mr Rogers of the arm and cut him
nearly bad i came on Deck at the time it all
commenced i took the knife from hope and
Put him in irons untill the Captain came
on Deck he being down below Dressing
Mr Rogers arm it took two hours to Stop
Blood kept John Hope in irons So Ends
Lat by obs 25° 27' N
Long by Chron 30° 25' W

Friday Oct ^{the} 29

First Part of these 24 hours Strong winds
from SE and Pleasant weather Steering by the
wind heading from SEW to SW John hope
In irons at 4 P M could all hands aft
to witness Punishment the Capt told me
to Put John Hope in the rigger i did so
and the Capt gave him 30 lashes with 4
Parts of worme line John hope Promised to
behave him self and the Capt sent him
to his duty Mr Rogers of duty with a very
bad cut arm at 4 a m took Ship head
ing E the watch Employed on Ships duty

Bound to the Southernward 18.69

Middle Part Light winds from SSE and fine weather Steering by the wind heading E latter Part wind and weather much the same at 4 clock saw whales Spouting made them out hump backs going to the South the watch Employed on Ships duty So Ends

Lat by obs 25.44 N
Long by Chron 28.25 W

Saturday Oct the 30

First Part Light winds from SSE and fine weather Steering by the wind heading E middle Part Light winds and thick cloudy weather with shows of rain latter Part fine Pleasant weather Steering by the wind heading E by S the watch Employed on various jobs on Ships duty So Ends Mr Rogers off duty

Lat by obs 26.11 N
Long by Chron 27.34 W

Sunday Oct the 31

First Part of these 24 hours Light winds from SSE and Pleasant weather Steering by the wind heading E by S at Sun Set wind SE heading SW by W at 4³⁰ tack Ship Middle Part on Diferent tacks trying to get South latter Part heading SEW with shows of rain saw nothing worth remarks So Ends

25.27 N
28.25 W

Monday Nov the 1

First Part Light winds from E by N and rainy weather Steering by the wind heading S by E my Brig in sight Steering WSW at Sunset fine weather wind the same the Flying Pick Stay Parted the watch Employed on repairing it middle and latter Part Strong trades from ESE course Steered SSE and saw nothing So Ends Mr Rogers off duty with a cut arm

Lat by obs 23.13 N
Long by Chron 26.20 W

Remarks on Board Bk Eugenia 1869

Tuesday Novth 2

First Part of there 24 hours Strong winds from ENE and Pleasant weather course Steered S by E the watch Employed on various jobs on Ships duty nothing in sight middle Part thick rainy weather latter Part Fine Pleasant weather Steering S by E the watch Employed on Ships duty Mr Rogers Still off duty Seven Ships in sight all Steering SSW So Ends

Lat by obs 21.13N
Long by Chron 24.38W

Wed Novth 3

First Part of there 24 hours Strong winds from ENE and Pleasant weather Steering S the watch Employed Braking out main hole a number of Ships in sight Steering SSW middle and latter Part wind and weather much the same Mr Rogers Still off duty So Ends

Lat by obs 17.50N
Long by Chron 24.22W

Thursday Novth 4

First Part of there 24 hours Strong winds from ENE and Pleasant weather Steering S at 4 clock S by W the watch Employed on Ships duty So Ends the first part middle Part Light winds at 11 clock wore Ship to the N with the main top Sail to the mast untill five clock wore Ship Steered S at 5th 30 saw the island of St Nicolas Distance 10 miles Bearing from S to WSW latter Part fine weather Steering Different courses making around the End of the island the watch Employed on various jobs on Ships duty Mr Rogers Still of duty So Ends

Lat by obs 16.27
Long by Chron 24.13

Bound to the Southward 18..69
Friday Nov^r the 5th

First Part of there 24 hours Light winds
from N E and thick weather Steering S W
at Sun Set the island of Logo in Light
Bearing S by W $1\frac{1}{2}$ W Distance 25 miles over
S W half W middle Part on Siferant tack
 Latter Part Steering S W $\frac{1}{2}$ S at 9 P.M.
 From the island of Brava Bearing S W Distance
 40 miles the watch Employed on Ships Duty
 So Ends this 24 hours

Lat by obs 15..22 N
Long by Chron 24..17 W

Saturday Nov^r the 6th

First Part of there 24 hours Light winds from
E N E and Pleasant weather Steering S W $\frac{1}{2}$ S
at Sun Set the island of Brava Bearing S E
 Distance three miles wore Ship and headed off
 Shore with main yard aback middle Part Lying off
 and on Brava Latter Part the capt and Mr James
 in Steeward James Selubert But steer all
 these men belonging to the Place the Capt
 let all three go on Shore according to agreement
 the Ship Lying off and on the island So Ends

Sunday Nov^r the 7th

First Part of there 24 hours Strong winds
from E N E and Pleasant weather Ship
 lying off and on the island of Brava taking
 recruits on board took sundry recruits on
 board middle and Latter Part Lying off
 and on at 11 clock Set the Boat on Shore
 So Ends this 24 hours

Monday Nov^r the 8th

First Part of there 24 hours Strong wind
 from N E and Pleasant weather Lying off and
 on at Brava at 2 am took on board 23 Sigs
 and sundry recruits at Sun Set the capt
 came on board middle Part Lying off and
 on spoke the Charles Th. look of Providence

Remarks on Board Bk Eugenia 18.69

Capt Crowl 9 months out with 50 bbls Sperm
Latter Part Still Lying off and on took two
men on Board and one boy one by the name
of John Brown and one by the name of
Joseph Gifford one by the name of Emmet
the Steward came on board like a man
James Delouche Bontsleer run away
Mr Farnum Second mate told Capt Crowl
that he would be Responsible for him
So the Capt let him go on Shore to see
his folks and he run away Mr Farnum
Still on Shore took on board Sundry
recruits So Ends

Tuesday Novth 9

First Part Strong winds from E N E
and Pleasant weather Still Lying off
and on at Brava Mr Farnum Still
on Shore trying to get on James Delouche
to tack and get him on board Ship
Lying off and on at Sun Set the Capt
hauled on board and stood off Shore middle
Part stood in latter part at 9 P M the
Capt went on Shore after the Second mate
at 11^m 30 the Capt came on board made
all sail and stood off Shore at 12 clock
the island of Brava bearing S S E 3 miles
Distant Steered by the ~~the~~ wind heading
N by E the watch Employed on Ship's duty

Wed Novth 10

First Part of there 24 hours Light winds from
E N E and Pleasant weather Steering by the
Wind at 7 a m tack Ship heading S E by E
middle Part on Spermant tacks beating acrossed
to the East Side of the island Latter Part
Strong winds from N E and Pleasant
weather at 9 P M the Capt went on Shore
after James Delouche to take him on
board if the Police has caught him So Ends

Lying off and on the IS of Brava 18.69

Thursday Novth 11

First Part of there 24 hours Light winds and Calms Still waiting for James Delombo at Sun Set the island of Brava Bearing N^W Distance 8 miles. the island of Fogo Bearing E^NE Distance 6 miles with a calm could not steer the Ship middle Part Light winds and calms at day Light got a light breeze from E^NE made all Sail and worked up to the island at 11^h 30^m Sent the Boat on Shore So Ends

Friday Novth 12

First Part of there 24 hours Strong winds from N^WE and Pleasant Ship Still Lying off & on waiting for James Delombo at 10 a m the Captain came on board case Steered I could not Ketch James Delombo the Counsel told Captain Age to goe out of Sight of the island and he would ketch him in three days time So the Captain Stopped at Sun Set kept to on the Starboard tack heading N^W by E middle Part variable winds latter Part blowing Strong Ship under Double reef top Sails heading from N^W by E to N^W the watch Employed on Ship's duty

Lat by obs 15° 04'
Lat by Chron.....

Saturday Novth 13

First Part of there 24 hours Strong winds from N^WE and Pleasant weather Starting by the Wind heading N^W by W to N^W by E a number of Ships in Sight all bound South at Sun Set thick Smoky weather Middle and latter Part wind and weather much the same the watch Employed on various jobs on Ship's duty

Lat by obs 15° 15'
Long by Chron 25° 02'

Remarks on Board Bk Eugenia

Sunday Nov^r the 14

First Part of there 24 hours Strong Winds from the N^e and Pleasant weather Steering by the wind heading S E at 8 a m were Ship heading N^e the island of Brava in Sight bearing S distant 20 miles the island of Fogo Bearing S E 30 miles Distance middle Part Lying off and on Brava latter Part run in to the Port at 10 P M the Captain went on Shore after James Delunbo found him Shot up in Prison Ship Lying off and on So Ends

Monday Nov^r the 15th

First Part of there 24 hours Strong Winds from E^{by} S and Pleasant weather Still Lying off and on the island of Brava for nothing only James Delunbo at Sun Set Brava Bearing S Distance 4 miles Ship by the wind heading N^e by E middle Part Lying off and on latter Part sent the boat on Shore after the Captain So Ends

Tuesday Nov^r the 16

First of there 24 hours Strong winds from E^{by} S and fine weather Lying off and on Brava at 1 a m the Capt came on board and took one man on board by the name of Luke Whiggins James Delunbo Permitted to see Diab and the Doctor said he was not fit to go on board so Captain nyl left him on Shore. Promoted Joseph Lewis Lopez to the rank of Bantstar in James De Lunbo Place over S^{by} W middle Part wind and weather much the same latter Part the watch Employed on Ship's duty So Ends
Lat by obs 11-38 N
Long by Chron 24-17 W

Bound South 1869

Wed Nov ^{the} 17

First Part of these 24 hours Strong N'E
Trade Winds Steering S by W at 3 pm
Saw nothing middle Part Part Light winds latter
Part variable winds the watch Employed on
Braking out the Hove and maine hole for
water So Ends

Lat by obs 09.15^N
Long by Chron 23.59^W

Thursday Nov ^{the} 18

First Part of these 24 hours Light winds and
variable Steering S Saw three vessels Steering
to the NW at Sun Set thick cloudy weather
with Showers of rain middle Part wind and
weather much the same latter Part blowing
Strong from ESE and heavy rain Steering
by the wind heading S $\frac{1}{2}$ W Saw nothing

Lat by account 11.30^N
Long by account 24.10^W

Friday Nov ^{the} 19

First Part of these 24 hours Strong winds
from E by S and thick weather Steering S
the watch Employed on various jobs on Ship's
duty middle Part Light winds from ESE
latter Part variable winds Saw nothing
Worth remarks Employed fitting rigging
and sundry other jobs So Ends

Lat by obs 08.34^N
Long by Chron 22.34^W

Saturday Nov ^{the} 20

First Part of these 24 hours Strong winds
from SE at 2 am Light variable winds
Steering by the wind heading from S to
SW the watch Employed on Ship's duty middle
and latter Part heading from S to SW
Saw three vessels Steering to the NW

Lat by obs 04.15^N
Long by Chron 28.35^W

Remarks on board Bk Eugenia 18.69

Sunday Novth 21

First Part of these 24 hours Strong winds from S S E and Pleasant weather.. Steering by the wind heading S W. two Ships in Sight.. the watch Employed on various jobs on Ships duty.. middle and Latter Part heading from S W by S to W by N a number of Ships all Bound South So Ends

Lat by obs 08.25

Long by Chron 24.36 W

Monday Novth 22

First Part of these 24 hours Light winds from the S E and thick weather Steering by the wind at 1 a m Light variable winds heading from S W to W by N three Ships in Sight all bound South at Sun set wind S heading W S W middle and Latter Part wind and much the same three vessels in Sight the watch Employed on Ships duty So Ends

Lat by account 02.50

Long by account 25.40 W

Tuesday Novth 23

First Part Light variable winds from S by W with thick cloudy weather and showers of rain the watch Employed on Landry jobs on Ships duty 4 Ships in Sight all bound South middle and Latter Part Strong winds from S S E and fine weather Steering by the wind heading S S W So Ends

Lat by obs 01.05 N

Long by Chron 26.10 W

Wed Novth 24

First Part of these 24 hours Strong winds from S S E and Pleasant weather Steering S W by W the watch Employed on various jobs.. middle and Latter Part wind and weather much the same two Ships in Sight Saw nothing worth remarks So Ends

Lat by obs 00.55 S

Long by Chron 25.35

Bouma to the Southward 1869

Thursday Nov the 25

First Part of these 24 hours Strong winds from the S E and Pleasant weather Steering S W by W at 4 a m wind S by E Steering by the Wind heading from S W by W to W S W one Ship in Sight Steering by the wind to the Southward the Watch Employed on Ships duty middle and latter Part wind and weather much the Same one Ship in Sight So Ends this day

Lat by obs 03.29 S
Long by Chron 30.05 W

Friday Nov the 26

First Part fine Pleasant weather Steering S W one Ship in Sight at 4 a m Steering S W by S the watch Employed on Ships duty Wind S E middle Part Wind and weather much the Same latter Part the watch Employed on Braking out the after hole wind the Same but more moderate So Ends

Lat by obs 05.04
Long by Chron 32.17

Saturday Nov the 27

First Part of these 24 hours Strong winds from E S E and Pleasant weather Steering by the wind heading S W by S two Ships in Sight the Watch Employed braking out water middle and latter Part wind and weather much the Same one Ship in Sight the watch Employed on Ships duty So Ends

Lat by obs 08.31
Long by Chron 32.17

Sunday Nov the 28

First Part of these 24 hours Light winds from E S E and Pleasant weather Steering S one Ship in Sight middle and latter Part wind and weather the Same Saw nothing worth remark

Lat by obs 11.28 S
Long by Chron 31.55 W

Remarks on board Bk *Eugenia* 1869

Monday Novth 29

First Part of these 24 hours Strong winds from the ESE and Pleasant weather Steering S
Saw nothing at Sea Set Light winds all
Sail Set bound South middle and latter
Part wind and weather much the same the
watch Employed on various jobs Saw one
Sail Steering to the North So Ends

Lat by obs 14° 23' S
Long by Chron 31° 36' W

Tuesday Novth 30

First Part Light winds from E by N and
Pleasant weather Steering S the watch Employed
on Ships duties Part a Brig Steering to the
NW middle Part Steering S latter Part Steering
W by S in search of sperm whales Saw two Ships
Steering to the North So Ends

Lat by obs 16° 18' S
Long by Chron 32° 04' W

Wed Decth 1

First Part of these 24 hours Light winds from
E or E and fine Pleasant weather Steering
W by S the watch Employed on Ships duty middle
and latter Part wind and weather much the same
the watch Employed on setting up rigging
Saw a number of vessels bound South 17° 08' S

Lat by obs 17° 08' N
Long by Chron 33° 58' W

Thursday Decth 2

First Part of these 24 hours Strong
Winds from the E or E and Pleasant
Steering W by S the watch Employed on
various jobs Saw two Ships bound South
middle Part wind and weather much
the same latter Part blowing Strong
from NE or E and a thick rain Storm
Steering S W under double reefed top
Sails So Ends

Lat by account 18° 00'
Long by account 34° 10' W

Remarks on Board Bk Eugene 1869

Friday Dec ^{the} 3

First Part of the day blowing Strong from the N'W with a thick rain Storm Steering S'W under reefed fore Sails middle part blowing heavy from N'W latter part light winds and Calms Saw nothing So Ends

Put by at 12.30 ^{PM}

Long by Chron 37.52

Saturday Dec ^{the} 4

First Part of this day Strong winds from N'W and Pleasant weather Steering S'W middle part thick and rainy Steering S'W latter part thick rain Storm Saw nothing So Ends

Put by account 2.50 ^{PM}

Long by account 38.30

Sunday Dec ^{the} 5

First Part blowing Strong from N'W and a thick rain Storm Steering S'W the weather Employed on Ships duty Capt Nye found the Cook used a grate deal to much fresh water and told him not to use so much but the Cook took no notice of what Capt Nye told him but used more in stead of less Capt Nye told him to try and save all the Hush he could but in stead of saving it he put it in the Store and burnt it up and we found he wanted Beef and Pork one half of the time the food was run in Stead of being looked Capt Nye told James Brown the Cook if he did not try and do his duty and stop wasting food he would punish him but he took no notice of what the Capt said to him at 1.0

Clock the Capt came on Deck and told me to put James Brown in the riggin i did so and he gave him 13 lashes with 4 Parts of 9 then warm him and he Promert to do his duty so Capt Nye took him out of the riggin but he did not seem to care any thing about it continued on next Day

Remarks on Board Bark Eugenia 1869

middle Part blowing Strong gale Ship
running under Double reefed top Sails and
fore Sail latter Part Steering SW by S
Set the main top Sail Saw nothing So Ends
Lat by account $25^{\circ} 10' S$
Long by account $39^{\circ} 40' W$

Monday Dec ^{the} 6

First Part of these 24 hours blowing Strong from
NNE and thick weather Steering SW by S nothing
in Sight middle Part had Light winds and
heavy rain at midnight the wind hauled out
WSW latter Part wind SW blowing Strong
Steering by the wind heading SSE one Sail in
Sight So Ends Lat by obs $27^{\circ} 02' S$
Long by Chron $39^{\circ} 36' W$

Tuesday Dec ^{the} 7

First Part blowing Strong from SSW
and Pleasant the watch Employed on Ships duty
two Ships in Sight bound to the North
at Sun Set took in main top Gallant Sail
Ship heading SE by E middle Part fine weather
at 1 o'clock tack Ship heading W by S latter
Part wind and weather much the same Saw
nothing worth remarks So Ends
Lat by obs $27^{\circ} 20'$
Long by Chron $40^{\circ} 23' W$

Wed Dec ^{the} 8

First Part of these 24 hours Light winds
from ESE and Pleasant weather Steering by
the wind heading SW by S middle Part the
NE Steering SW latter Part Light winds
from NNE and fine weather nothing in
Sight the watch Employed on Ships duty
Lat by obs $28^{\circ} 20' S$
Long by Chron $41^{\circ} 56' W$

(Beinn) South

1869

Thursday Dec ^{the} 9

First Part comes in with Light winds from N^W and fine weather Steering S^W in Search of whales the watch employed on various jobs on Ships duty. Saw nothing middle and latter Part Strong winds from N^W & E and Pleasant breeze S^W So Ends

Lat by obs 30.00 S

Long by Chron 43.33 W

Friday Dec ^{the} 10

First Part blowing Strong from N^W & E and fine Weather Steering S^W the watch Employed on Ships duty one Sail in Sight Steering S^W middle Part the Same latter Part Light winds from the N^W and thick weather one Sail in Sight So Ends

Lat by obs 31.53 S

Long by Chron 40.02 W

Saturday Dec ^{the} 11

First Part of these 24 hours Light winds from N^W & E and thick Smoky weather Steering S^W middle Part the Same latter Part blowing a gale from the N^W & E Steering S^W Saw nothing So Ends

Lat by obs 32.57 S

Long by Chron 41.40 W

Sunday Dec ^{the} 12

First Part of these 24 hours blowing a gale from the N^W & E with much rain at 7 o'clock the wind hauled out W^W S^W and blew a very hard for two hours middle and latter Part wind the Same blowing a moderate gale Saw nothing worth remarks So Ends

Ship going to work Lat by obs 34.02 S

Double reef main top Long by Chron 48 23 W

Sail and fore Sail

fore top must stay sail
heaving from S to S^W

Remarks on Board S. B. Eugenea 18.69

Monday Decth 13

Blast Part of there 24 hours blowing a moderate gale from WSW and Pleasant Ship going to under Dubble reef main top Sail and fore Sail at 6 o'clock blowing heavy with a very heavy sea middle Part blowing heavy latter Part the gale moderated set the top Sails Steering by the wind heading from SSW to SW two Sails in Sight so Ends

Lat by obs 34.39 S

Long by Chron 48.20 W

Tuesday Decth 14

Blast Part of there 24 hours strong winds from the WNW Steering SW by S the watch Employed hauling out Breech water are Bree in Sight Steering ENE at Sun set fine weather with a heavy sea middle Part thick rainy weather latter Part blowing a gale from WNW Ship under close reef main top Sail Sun nothing

Lat by obs 36.11 S

Long by Chron 49.20 W

Wednesday Decth 15

Blast Part of there 24 hours blowing a moderate gale from WNW and Pleasant at 4 o'clock the gale commenced to moderate middle Part light winds and calms latter Part blowing strong from the NW Steering S by W Sun nothing

Lat by obs 37.24 S

Long by Chron 50.03 W

Thursday Decth 16

Blast Part blowing strong from NW and thick weather close S by W at 4 o'clock wind W by N blowing heavy Ship under close reef main top Sail and fore Sail heading S by W middle and latter Part variable winds Steering by the wind to the SE Sun nothing worth remarking the watch Employed on Ships duty

Journal - South in Search of Whales 1869

Friday Decth 17

First Part of these 24 hours Light winds
and calms with Showers of rain Steering by
the wind heading from S to S E middle and
 Latter Part Strong winds from W & W and thick
weather Steering by the wind heading S E W
the watch Employed on Ships duty So Ends

Lat by obs 40. 12 S
Long by Chron 49. 32 W

Saturday Decth 18

First Part Light winds from S W and Pleasant
Steering S W by S E middle Part Light winds
and calms Latter Part blowing a gale from
N W and thick rainy weather Steering S E W
Saw nothing worth remarks So Ends

Lat by obs 42. 04 S
Long by Chron 50. 40 W

Sunday Decth 19

First Part of these 24 hours blowing a gale
from the N W with heavy rain Steering S E W
at 6 o'clock the gale broke Saw nothing middle
and Latter Part blowing a Strong from W S W
to W N W Steering S E W nothing in Sight

Lat by obs 43. 43 S
Long by Chron 51. 22 W

Monday Decth 20

First Part blowing Strong from N W and
Pleasant weather Steering S E W at 6 o'clock
Saw a Bark Steering to the S W under Short
Sail middle Part Light winds and calms Latter
Part calm two Ships in Sight both Steering
to the S W the watch Employed making Spunzon
and repairing rigging Saw a number of pine
backs So Ends this 24 hours Lat 44. 30 S

Lat by obs
Long by account 52. 00 W

Remarks on Board Bk Eugenie

Tuesday Decth 21

First Part commences with light winds from
S E and thick rain storm steering S S W two
Ships in sight at 4 o'clock fine weather steering
S W by S with light variable winds middle Part
blowing strong latter Part on Diferent tacks
trying to work to the South one Ship in sight
the watch Employed on Ships duty So Ends

Lat by obs 43. 12 S
Long by Chron 53. 18 W

Wed Decth 22

First Part of these 24 hours blowing strong
from S W and Pleasant weather steering by the wind
heaving from N to W & W one Ship in sight the
watch Employed on various jobs, middle and latter
Part wind and weather much the same saw
Plenty of Fin back whales So Ends

Lat by obs 44. 30
Long by Chron 54. 20

Thursday Decth 23

First Part of these 24 hours light winds
and calms the watch Employed on repairing the
Sails at 5 o'clock saw a School of whales could
them Sperm whales toward three boats for
them but never saw any more of them
at sun set came on board Ship lying
in a calm middle Part got a light breeze
from N W steering S by W & W latter Part the
same saw nothing So Ends

Lat by obs 45. 35 S
Long by Chron 55. 40 W

Friday Decth 24

First Part blowing strong from N N W and
Pleasant steering S nothing in sight middle and
latter Part light variable winds the watch
Employed on various jobs on Ships duty
saw nothing worth remarks So Ends

Lat by obs 47. 36 S
Long by Chron 55. 53 W

Bornia to the Southward 18.69

Saturday Decth 25

First Part of these 24 hours Light winds from the North and Pleasant weather at 5 o'clock calm core & at 7 o'clock got a Light breeze from Wst N^W middle Part calm latter Part Light winds from W^{SW} and Pleasant Steering by the wind heading S by E Saw nothing So Ends

Lat by obs 49.02 S
Long by Chron 56.27 W

Sunday Decth 26

First Part of these 24 hours Strong winds from W^{SW} and Pleasant weather Steering by the wind heading S by E Ship under Double reefed top Sails middle Part blowing Strong latter Part Light winds calms Saw nothing worth remarks So Ends

Lat by obs 49.58 S
Long by Chron 56.54 W

Monday Decth 27

First Part of this Day light winds from N^{by} E and thick rainy weather Steering S by W at Sun Set thick rain Storm middle Part Light winds and calms latter Part wind and weather much the same Saw nothing worth remarks So Ends

Lat by obs 50.40 S
Long by Chron 56.22 W

Tuesday Decth 28

First Part of these 24 hours Light winds with Showers of rain wind from SSE to SW on different tacks working South at Sun Set wind SSW Steering by the wind heading W Plenty of Phoe bucks in sight middle Part took Ship's heading S by W & W with Light winds latter Part Strong winds from W by S Steering by the wind heading from S to SSW at 10³⁰ Sited one of the Falkland Is lands found the Chronometer might Part the East End of the island about five miles distant Saw Plenty of hump backs So Ends

Lat by obs 51.54 S
Long by Chron 57.31 W

Remarks on Board Bark Eugenio 1869

Wednesday Decth 29

First Part of these 24 hours Strong winds from the N.W. and thick weather East Falkland bearing from S.W. to N.W. Distance 10 miles Saw three Ships going at anchor Steering S.E. bound South the middle and latter Part Light winds from W.S.W. and Pleasant weather Saw a Large Ship bound to the north the watch Employed on various jobs on Ships duty So Ends

Lat by obs 53.42 S
Long by Chron 58.57 W

Thursday Decth 30

First Part of these 24 hours Strong winds from S.W. and Pleasant Steering by the wind heading S.E. middle Part Light winds and calms latter Part wind and weather much the same Steering by the wind heading S by W the watch Employed on Ships duty So Ends

Lat by obs 54.30 S
Long by Chron 57.39 W

Friday Decth 31

First Part of this Day Light winds from W.N.W. and fine weather Steering by the wind heading S.W. with fine Pleasant weather the watch Employed on various jobs on Ships duty one Ship in sight Steering to the N.E. at Sun Set calm middle and latter Part Light winds and calms Steering S.W. by S Part a Ship Steering to the N.E. So Ends

Lat by obs 55.10 S
Long by Chron 57.19 W

Saturday Janth 1

First Part of these 24 hours Light winds from S.E. and thick rainy weather at 4 o'clock blowing a gale from S.E. and a thick rain storm Steering by the wind heading S.W. middle Part fine weather latter Part Light winds variable winds at 10 P.m. took Ship heading S by W So Ends 55.26 S

Lat by obs 55.26 S
Long by Chron 60.56 W

Bound South 18.70

Sunday Jan ^{the} 2

First Part of there 24 hours Strong winds from the WSW and thick weather Steering by the wind heading from S by W to S by E middle Part Strong winds from WSW and Pleasant latter Part Light winds and calm wind NW Steering WSW Saw nothing worth remarks

Lat by obs 57.05 S

Long by Chron 62.31 W

Monday Jan ^{the} 3

First Part of there 24 hours blowing Strong from NW and thick rainy weather Steering by the wind heading WSW middle Part wind and weather much the same latter Part Light variable winds heading from S to WSW Saw nothing worth remarks So Ends

Lat by obs 57.53 S

Long by Chron 64.53 W

Tues Jan ^{the} 4

First Part of there 24 hours Light winds from WNW heading S Steering by the wind at 5 o'clock the wind hauled out SSE and Ship ran and Steered WSW middle Part blowing a heavy gale of wind from SEW latter Part the gale commenced to moderate Ship under close reef main top Sail and main Spencer Saw nothing So Ends

Lat by obs 57.12 S

Long by Chron 64.26 W

Wed Jan ^{the} 5

First Part of this day blowing a moderate gale from SEW and Pleasant at 4 o'clock the gale broke made Sail wind SW Strong Steering by the wind heading WNW at 7 o'clock wore Ship to the South middle Part Light winds from WSW and Pleasant weather Steering by the wind heading S latter Part wind and weather much the same So Ends

Lat by obs 57.53 S

Long by Chron 62.12 W

Remarks on board Bk Eugenie 1870

Thurs Jan the 6

First Part comes in with light winds from NW and Pleasant weather Steering by the wind heading SW the watch Employed on various jobs on Ships duty saw nothing middle Part wind N E Latter Part the Same Steering W S W one Ship in Sight So Ends

Lat by obs 58.00 S
Long by Chron 66.45 W

Friday Jan the 7

First Part of the 24 hours light winds from E N E and thick foggy weather with showers of rain Steering W S W one Ship in Sight Steering to the westward the watch Employed on Ships duty middle Part Strong winds from E S E Latter Part wind S E Steering W by S S blowing Strong So Ends 57.52 S

Lat by obs 57.52 S
Long by Chron 72.09 W

Saturday Jan the 8

First Part comes in with Light winds from SW and Pleasant weather Steering by the wind heading W N W two Ships in Sight Steering to the westward middle Part wind N W Steering by the wind heading W S W Latter Part wind the Same blowing a moderate gale Part one Ship

Lat by obs 57 38 S
Long by Chron 74.39 W

Sunday Jan the 9

First Part of the 24 hours Strong winds from N W and Pleasant Steering by the wind heading W S W middle and Latter Part blowing a gale from S W Ship on Diferant tracks one Ship in Sight So Ends

Lat by obs 57.46 S
Long by Chron 75.08 W

off Cape Horn 1870

Monday Jan ^{the} 10

First Part commences with a moderate gale from SW and Pleasant weather Steering by the wind heading from WNW to SSW at 6 o'clock wore Ship heading

SW one large Ship in Sight middle and Latter Part Still blowing a gale from WSW Two Ships in Sight the watch Employed on Ships duty So Ends

Lat by obs 58.11 S

Long by Chron 74.59 W

Tuesday Jan ^{the} 11

First Part comes in with Strong gale from W and thick rainy weather Ship under clost reef top Sails Steering by the wind heading from S to SSW middle and Latter Part wind and weather much the same Two Ships in Sight at 8 o'clock wore Ship heading NW under Double reef top Sails So Ends

Lat by obs 58.22 S

Long by Chron 74.56 W

Wed Jan ^{the} 12

First Part of there 24 hours blowing Strong from WSW and thick weather Steering by the wind heading NW at 4 o'clock the wind backed out WNW and commenced to rain and blow wore Ship heading SSW clost reef main top Sail and reef fore Sail middle and Latter Part wind and weather much the same So Ends

Lat by obs 58.28 S

Long by Chron 74 56½ W

Thursday Jan ^{the} 13

First Part of there 24 hours blowing a heavy gale from WNW Ship going to under clost reef main top Sail and fore Sail heading from S to SW middle Part blowing heavy Latter Part commenced to moderate Set the fore top Sail clost reef saw nothing So Ends

Lat by obs 59 00 S

Long by Chron 74 56 W

Remarks on board Bk' Eugenia 1870

Friday Jan ^{the} 14

First Part of these 24 hours Strong winds from W. & W. and Pleasant Steering by the wind Nothing in Sight middle Part the Same Latter Part blowing Strong from S. & W. and thick rainy weather Steering by the wind heading W. by S under Jibble reefed top Sails So Ends

Lat by obs 59.20 S

Long by Chron 76.11 W

Saturday Jan ^{the} 15

First Part of these 24 hours blowing a gale from S. & W. and thick rain Storm Steering by the wind & a m wind S. & E Steering W. & W. blowing very heavy middle Part the wind hauled out W. & W. and blew a gale Latter Part the Same Ship Lying to under clost reefed main top Sail and fore top must stay Sail Saw nothing So Ends

Lat by obs 59.32 S

Long by Chron 77.53 W

Sunday Jan ^{the} 16

First Part of this day blowing a heavy gale from W. & W. and thick rainy weather nothing in Sight middle Part blowing a moderate gale Latter Part the gale moderated Ship on Diferent tacks trying to get to the north wind very unstable with Showers of rain and hail So Ends 59.50 S

Lat by obs

Long by Chron 77.48 W

Monday Jan ^{the} 17

First Part of these 24 hours blowing a moderate gale from W. & W. with rain and hail Ship on Diferent tacks middle and Latter Part wind and weather much the Same Saw nothing worth remarks So Ends this day

Lat by obs 60.02 S

Long by Chron 77.56 W

Off Lupton trying to get around it

Tuesday Jan the 18

First Part of these 24 hours Strong gale from
W'N'W and thick weather Ship going to under
clost reef main top Sail and reef fore Sail
at 3 a m the gale moderated wind hauled out
N'W'W and commenced to rain Set double reef
top Sails Ship heading W'W' Light middle Part
Light winds from the S' E Steering W'N'W Latter Part
wind E'N'E and a thick fog one Ship in Sight
So Ends this 24 hours

Lat by obs 00..00
Long by Chron 00..00

Wed Jan the 19

First Part comes in with Light winds and calms
at 4 a m Saw a large Sperm whale going
to the S' E Saw the whale two risings toward
three boats but Saw nothing of the whale after
wee Forward for him one Ship in Sight middle
and latter Part blowing a gale from S'W' Steering
N' by E' under clost reef top Sails and reef fore Sail

Lat by obs 58.28 S
Long by Chron 80.42 W

Thursday Jan the 20

First Part of these 24 hours blowed a gale from
S'W' Steering N'W' by E' Ship under clost reef main
top Sail and reef courses one Ship in Sight
Steering by the wind to the N'W' middle Part blowing
heavy Latter Part the gale moderated made all Sail
wind W' Steering by the wind heading N'W' one
Ship in Sight Steering the Same So Ends

Lat by obs 57.13 S
Long by Chron 80.35 W

Friday Jan the 21

First Part Light winds at 3 a m calm one
Ship in Sight the watch Employed on Ship's duty
Corse N'W' by E' at 7 a m got a light breeze from
S' E with rain middle and Latter Part Strong
winds from S' E W' and fine weather Lat by obs 55.24 S
one Ship in Sight So Ends.. Long by Chron 80.35 W

Remarks on Board Bk Eugenius 1870

Saturday Jan ^{the} 22

First Part of these 24 hours strong winds from S by W and Pleasant weather Steering NW by N one Ship in sight at 7 am Steering NW middle and latter Part wind and weather much the same Part a Ship Steering ESE the watch Employed on various jobs So Ends

Lat by obs 52.24 S
Long by Chron 81.53 W

Sunday Jan ^{the} 23

First Part of these 24 hours blowing strong from WNW and Pleasant weather Steering NW by N middle Part wind hauled out WNW blowing and gale and thick rain Storm Steering by the wind heading NW by W latter Part wind and weather much the same So Ends

Lat by obs 49.22 S
Long by Chron

Monday Jan ^{the} 24

First Part of these 24 hours blowing strong from WNW and thick weather Steering by the wind heading NNW middle and latter Part the same saw nothing worth remarks So Ends

Lat by obs 47.24 S
Long by Chron 81.25 W

Tuesday Jan ^{the} 25

First Part of these 24 hours blowing a moderate gale from WNW and Pleasant Steering by the wind heading N by W at 4 a m wind W Steering NNW Ship under clost except top Sails and fore Sail middle Part blowing heavy with rain latter Part blowing a moderate gale saw nothing So Ends

Lat by obs 44.52 S
Long by Chron 81.07 W

Bonnie to the Northmen 1870

Wed Jan ^{the} 26

First Part of there 24 hours blowing a moderate gale from the W & W with thick weather steering by the wind heading N & W Ship under Double reef top Sails and reef main Sail middle Part blowing heavy latter Part the gale commenced to moderate Saw nothing the watch Employed on Ships duty So Ends this 24 hours

Lat by obs 42.33 S
Long by Chron 80.20 W

Thursday Jan ^{the} 27

First Part commences with strong winds from SW and fine weather steering NW by at 6 a m set main top gulant Sail and flying gill middle and latter Part fine weather the watch Employed on various jobs on Ships duty So Ends

Lat by obs 39.22 S
Long by Chron 80.50 W

Friday Jan ^{the} 28

First Part of there 24 hours strong winds from SW and Pleasant weather steering N $\frac{1}{2}$ W the watch Employed on ripping up the old fore stay Sail middle and latter Part strong winds with shows of rain two Ships in sight steering N by W So Ends

Lat by obs 35.51 S
Long by Chron 79.25 W

Saturday Jan ^{the} 29

First Part of there 24 hours light winds from S & W and thick rainy weather at 5 a m clear weather steering N by W one Ship in sight steering the same the watch Employed in starting water middle Part fine weather latter Part the same at daylight same the is land of Juan Fernandez Shown for it So Ends

Lat by obs 33.49 S
Long by Chron 77.06 W

Remarks on Board Bk Eugenie 1870

Sunday Jan the 30

First Part of these 24 hours Light winds from S E and fine weather Steering N by E the island of San Hernandez in sight at 3 a m sent three boats in fishing got some fish at San Set the boats came on board middle Part Steering N W by N middle and latter Part wind and weather much the same

Lat by obs 31.50 S
Long by Chron 79.38 W

Monday Jan the 31

First Part of these 24 hours Light winds from S E and Pleasant Steering N W by N middle Part the same latter Part strong winds from S E the watch Employed on various jobs on the riggin so Ends this day

Lat by obs 29.40 S
Long by Chron 80.01 W

Tuesday Feb the 1

First Part comes in with strong winds S E and fine weather Steering N W by N at five a m saw a large sperm whale toward three boats for him but the whale was going faster than the boats could go at San Set came on board and kept off N W by N middle Part Light winds latter Part much the same the watch Employed on Ships duty

Lat by obs 27.44 S
Long by Chron 80.20 W

Wed Feb the 2

First Part Light winds from S E and Pleasant weather Steering N W at three a m coase W N W saw nothing the watch Employed on Ships duty middle and latter Part wind and weather much the same so Ends this day

Lat by obs 26.84 S
Long by Chron 82 15 W

Bonina to the Northward - 1870

Thursday Feb the 3

First Part of these 24 hours Light winds from S E and Pleasant weather Steering N W middle Part much the same Latter Part Light winds and calms with Showers of rain three Ships in Sight Steering to the Southward the watch Employed on various jobs on Ships duty So Ends

Lat by obs 25.29 S

Long by Chron 83.09 W

Friday Feb the 4

First Part of these 24 hours Light winds from S E and fine Pleasant weather Steering N W the watch Employed on various jobs middle Part wind and weather much the same Latter Part thick weather with Showers of rain Steering N W by W nothing in Sight So Ends

Lat by obs 29.20 S

Long by Chron 84.34 W

Saturday Feb the 5

First Part of this day Strong winds from the S E with Showers of rain Steering N W by N middle and Latter Part wind the same Pleasant weather Saw nothing worth remarks the watch Employed fitting rigging So Ends

Lat by obs 21.22 S

Long by Chron 86.25 W

Sunday Feb the 6

First Part of these 24 hours Strong winds from S E and Pleasant weather Steering N W by W the watch Employed on Ships duty middle Part fine weather Latter Part variable winds with Showers of rain Saw nothing worth remarks So Ends

Lat by obs 19.33 S

Long by Chron 88.20 W

Remarks on Board Bk Eugenia 1870

Monday Feb the 7

First Part of these 24 hours Strong S E winds Steering $W\ N\ W$ by W nothing in sight at Sun Set thick cloudy weather with Showers of rain middle and latter Part Light winds and calms the watch Employed on repairing the riggin and various jobs on Ships duty So Ends

Lat by obs $17.58\ S$
Long by Chron $89.58\ W$

Tuesday Feb the 8

First Part of these 24 hours Light winds from S E and fine weather Steering $W\ N\ W$ by W the watch Employed in repairing the riggin middle and latter Part wind and weather much same the watch Employed brakeing out main hole and repairing old water leaks Saw nothing So Ends these 24 hours

Lat by obs $16.41\ S$
Long by Chron $91.13\ W$

Wed Feb the 9

First commences with Light winds from S E and fine weather Steering $W\ N\ W$ middle and latter Part wind and weather much the same Saw nothing worth remarks the watch Employed on Ships duty So Ends

Lat by obs $15.42\ S$
Long by Chron $92.35\ W$

Thursday Feb the 10

First Part of this day light winds from S E and fine weather Steering $W\ N\ W$ middle and latter Part wind and weather much the same Saw nothing worth remarks So Ends these 24 hours

Lat by obs $14.36\ S$
Long by Chron $94.30\ W$

Bound to the Northern 1870

Friday Feb the 11

First Part of these 24 hours Light winds from S E and fine weather Steering W N W middle and Latter Part wind and weather the same So ends

Lat by obs 13. 24 S

Long by Chron 96. 24 W

Saturday Feb the 12

First Part of these 24 hours Light winds from S E and Pleasant weather Steering W N W middle and Latter Part wind and weather much the same Saw nothing worth remarks the watch

Employed on Ships duty So Ends

Lat by obs 12. 21 S

Long by Chron 97. 56 W

Sunday Feb the 13

First Part comes in with light winds from S E and Pleasant weather Steering N N W the watch Employed on various jobs on Ships duty middle and Latter Part wind and weather the same Saw nothing worth remarks - So Ends

Lat by obs 11. 30 S

Long by Chron 99 25 W

Monday Feb the 14

First Part of these 24 hours Light winds from S E and fine weather Steering W N W middle Part wind S S E and fine weather Latter Part wind and weather much the same Saw nothing worth remarks So Ends

Lat by obs 10. 38 S

Long by Chron 100. 43 W

Remarks on board Bk Eugenia 1870

Tuesday Feb the 13

First Part of there 24 hours Light winds
from S E and Pleasant weather Steering W N W
Last Saturday the cook James Brown by some
came and told me that his Slush bel was
full of Slush So i gave him a bel to Start it
into when he commenced to Start it the Slush
bel was one half full of Beef and Pork and
First the capt told him to take the Slush
and boyle it all over that made the cook mad
and he Set the Slush on fire and came
very near Seting the Ship on fire Capt Nye
told the cook times with out number to keep his
galezy clean and not waist any food but he
took no Notice of what Capt Nye Said and
would not done any thing that he was
told to done Last Saturday Capt Nye told
the cook that he would give him untill monday
Night to git his galezy clean and if he did
not he should Punish him he took no notice
of it but took a Pan of Bread and meat
and threw it overboard Capt Nye told me
to Put James Brown in the riggins i did
So and Capt Nye gave him 36 lashes with
4 Parts of 9 thread worm line he James
Brown Promised to done his duty So Capt
Nye told me to take him out of the riggins
i did So middle Part Light winds and
calms Latter Part Light winds from S E
at day light called the cook to git Breakfast
and he would not get up to git it So the
Steward had to git it for him Capt Nye
told the cook to go in his galezy and go to
work but he would not done it and Capt Nye
told me to Put him in the riggins i did So
Capt Nye give him three lashes and then he
told Capt Nye that he would go to work So
he took him out of the riggins and he went
to his work So Ends Sat by obs 09.50 S
Lower by Chron 10.53 21

Bonru to the Northward 1870

Wed Feb the 16

First Part of these 24 hours light winds from S E and Pleasant weather Steering N W by W middle and latter part wind and weather the same saw nothing the watch Employed on Ships duty So Ends

Lat by obs 08.15 S

Long by Chron 103.34 W

Thursday Feb the 17

First Part comes in with light winds from S E and fine Pleasant weather Steering N W by W middle and latter part wind and weather much the same the watch Employed on Ships duty saw nothing worth remarks So Ends

Lat by obs 08.04 S

Long by Chron 103.13 W

Friday Feb the 18

First Part of these 24 hours light winds from S E and Pleasant weather Steering N W by W middle and latter part wind and weather much the same saw two whaling Barks to a distance saw nothing of the whale kind So Ends

Lat by obs 08.31 S

Long by Chron 102.03 W

Saturday Feb the 19

First Part commences with light S E winds and thick weather Steering N W by W at Sun Set Shortened Sail for the night middle part much rain latter part light variable winds with showers of rain saw nothing So Ends

Lat by obs 04.53 S

Long by Chron 108.56 W

Sunday Feb the 20

First Part light winds from E S E and fine weather Steering W at Sun Set Shortened Sail middle part Steering W under Short Sail at day light made all sail one whaling bark in sight So Ends

Lat by obs 04.34 S

Long by Chron 110.34 W

Remarks on Board Bk *Eugenia* 1870

Monday Feb ^{the} 21

First Part of three or four hours Strong winds from the
E S E and fine weather Steering w by S & S all Sail
Set at 3 a m Saw a School of Sperm whales going
to the windward toward 4 boats but could not
Strike one the whales was going so fast that
the boats could not come up with them at Sun
Set came on board took in Sail for the night
Steering w by S under main top Sail middle
Part Strong winds at daylight made Sail
Latter Part Light winds Saw nothing so Ends

Lat by obs 01° 50 S
Long by Chron 112° 57 W

Tuesday Feb ^{the} 22

First Part Strong winds from S E and fine
weather Steering w by S & S the Watch Employed on various
jobs on Ships duty Saw nothing at Sun Set Shot and
Sail and left on the Port tack heading S by W
middle Part Light winds at midnight wore
ship heading N E by E at daylight made all
Sail Kept off W with strong winds so Ends

Lat by obs 04° 48 S
Long by account 114° 25 W

Wed Feb ^{the} 23

First Part of three or four hours Strong winds from
S E and thick weather Steering w by S Saw nothing
at Sun Set took in Sail for the night and
left to on the Port tack heading S by E middle
Part Lying to under Short Sail at daylight
made all Sail and Steered N W Saw nothing

Lat by obs 04° 42
Long Chron 115° 55 W

Thursday Feb ^{the} 24

First Part light winds from S E and fine
weather Steering N W at Sun Set took in Sail
and left to on the Starboard tack heading
N E by E middle Part Lying to under Short Sail
at daylight made all Sail and Steered N W
Latter Part Saw nothing

Lat by obs 03° 46 W
Long Chron 117° 02 W

In Search of Sperm Whales 1870

Friday Feb the 25

First Part comes in with light winds from S E and fine weather Steering S W the minute Employed Tainting the over head boats and Sundry small things about the Ship at Sun Set took in Sail and left to on the Port tack heading S by W middle Part lying to under Short Sail at daylight made all Sail and Steered S W by W Saw nothing so Ends

Lat by obs 03. 54 S
Long by Chron 117. 54 W

Saturday Feb the 26

First Part of these 24 hours light winds from S E and thick cloudy weather Steering by the wind heading S W by W at Sun Set took in Sail for the night Ship heading N S W middle Part lying to under Short Sail at daylight set all Sail and Steered S W Saw nothing worth remarks So Ends this day

Lat by obs 04. 33 S
Long by Chron 117. 37 W

Sunday Feb the 27

First of these 24 hours Strong winds from the S E and Pleasant Steering by the wind heading S S W at Sun Set Shortened Sail for the night middle Part lying to under Short Sail at daylight set all Sail and Steered different courses in Search of whales Saw nothing so Ends

Lat by obs 05. 24 S
Long by Chron 121. 07 W

Monday Feb the 28

First Part of this day Strong winds from S E and Pleasant weather Steering different courses in Search of whales at Sun set Shortened Sail for the Night Left to on the Port tack heading S S W middle Part lying to under Short Sail at daylight made all Sail and Steered N W by N Saw nothing worth remarks So Ends

Lat by obs 04. 33 S
Long by Chron 122. 18 W

Remarks on board Bk *Eugenie* 18.70

Tuesday March the 1

First Part of there 24 hours light winds
from S E and Pleasant weather Steering NW by N
the watch Employed on various jobs on Ships duty at
Sun Set took in Sail and left to on the Starboard
heading S S W middle Part lying to under Short
Sail at daylight made all Sail and Steered NW by N
Saw nothing So Ends

Lat by obs 03.58 S
Long by Chron 123.24 W

Wed March the 2

First Part of there 24 hours light winds
from S E and Pleasant weather Steering NW by N
at Sun Set Shortened Sail for the night and
left to on the Starboard tack heading N S W
middle Part under Short Sail at daylight made
all Sail Steering NW by N Saw nothing So Ends

Lat by obs 03.04 S
Long by Chron 124.28 W

Thurs March the 3

First Part commences with light winds
and fine weather Steering NW by N middle and
light winds the watch Employed in cleaning
and painting the iron work and other ad jobs
on Ships duty Saw nothing So Ends

Lat by obs 02.08 S
Long by Chron 125.16 W

Friday March the 4

First Part of there 24 hours light winds
from S E and fine weather Steering NW by N middle
and latter Part wind and weather the same
the watch Employed on Ships duty So Ends

Lat by obs 01.48 S
Long by Chron 125.41 W

Saturday March the 5

all there 24 hours light winds and calm
Steering NW by N the watch Employed on
Ships duty Saw nothing nor remarks
So Ends this day

Lat by obs 01.22 S
Long by Chron 126.28 W

Bona to the Sanicwick Ist June 1870

Sunday March ^{the} 6

First Part of these 24 hours light winds from
S E and fine weather Steering S^W by N middle
and latter Part wind and weather much the same
Saw nothing worth remarks So Ends

Lat by obs 00 45 S
Long by Chron 127. 45 W

Monday March ^{the} 7

First Part commences with light winds from the
S E and Pleasant weather Steering N^W middle and
latter Part wind and weather much the same
the watch Employed on various jobs on Ships duty
Saw nothing of the usual kind So Ends

Lat by obs 00 06 W
Long by Chron 129. 12 W

Tuesday March ^{the} 8

First Part light variable winds with showers
of rain middle and latter Part light winds
from S E the watch Employed in Painting, Ship
out Side Steering S^W by N Saw nothing So Ends

Lat by obs 00 32 W
Long by Chron 130. 49 W

Wed March ^{the} 9

First Part of these 24 hours light winds and
calms Steering W^W by N middle and latter Part
wind and weather much the same the watch
Employed Painting Ship Saw nothing So Ends

Lat by obs 01 04 S
Long by Chron 132. 03 W

Thursday March ^{the} 10

First Part comes in with light winds from the
N^W and thick weather Steering by the wind heading
N^W by N middle Part variable winds with showers
of rain latter Part wind and weather much
the same Saw nothing worth remarks
the watch Employed on Ships duty So Ends

Lat by obs 01. 35 S
Long by Chron 134. 51 W

Remarks on board Bk *Eugenia* 1870

Friday March the 11

First Part of this day light winds and calms with Showers of rain core N^W middle Part calm latter Part light variable winds Steering by the wind on different tacks in Search of whales Saw nothing worth remarks So Ends

Lat by obs 02° 34' N
Long by Chron 135° 35' W

Saturday March the 12

First of these 24 hours light winds from E by N Steering by the wind on different tacks in Search of whales at Sun Set report of N by W wind light with Showers of rain middle Part calm latter Part light winds from S by E and fine weather Steering N by W at 10 P M Saw a whale of same kind could not make out what kind of a whale it was Sounded 4 boats but saw nothing more of the whale came on board and Steered N by W the watch Employed on Ships duty

Lat by obs 03° 40' N
Long by Chron 136° 12' W

Sunday March the 13

First Part of this day light variable winds and thick weather Steering N^W middle and latter part wind and weather the same Saw nothing worth remarks So Ends

Lat by obs 05° 18' N
Long by Chron 136° 28' W

Monday March the 14

First Part of these 24 hours light winds and calms middle Part had heavy rain wind N^E Steering S^W latter Part Strong N^E trade winds the watch employed on various jobs on Ships duty Saw nothing worth remarks

Lat " " 06° 52' N
Long by Chron 136° 38' W

Bound to the Sandwich Is lands 1870

Tuesday March the 15

First Part of there 24 hours Strong winds from N^E and fine weather Steering N^W middle Part Light winds and calms Latter Part Strong trades Steering N^W by N the watch Employed on Ships duty Saw Nothing worth remarks So Ends this day

Lat by obs 05. 32. 00

Long by Chron 137. 24. 11

Wed March the 16

First Part commences with light winds from E. S^E and Pleasant weather Steering N^W by N middle Part Strong winds from the N^E Latter Part wind and weather much the Same Saw nothing worth remarks the watch Employed on Ships duty So Ends

Lat by obs 8 10. 29. 00

Long by Chron 135. 36. 11

Thursday March the 17

First Part of there 24 hours Strong winds from the N^E and fine weather Steering N^W the watch Employed on various jobs on Ships duty middle and Latter Part blowing Strong from N^E by N Steering N^W & N Saw nothing worth remarks

Lat by obs 12. 35. 00

Long by Chron 141 18. 10

Friday March the 18

First Part of there 24 hours Strong winds from the N^E and fine weather Steering N^W & N middle and Latter Part wind and weather much the Same Saw nothing worth remarks So Ends this day

Lat by obs 14. 53. 00

Long by Chron 142. 45. 11

Saturday March the 19

First Part of this day Strong winds from N^E and Pleasant weather Steering N^W by N middle and Latter Part wind and weather the Same Saw nothing worth remarks the watch Employed on various jobs on Ships duty

Lat by obs 17. 49. 11

Long by Chron 134. 43. 11

Remarks on board Bk Eugenia 1870

Sunday March the 20

First Part of these 24 hours Strong winds from N'E and Pleasant weather Steering N'W by W middle Part wind and weather much the same the watch Employed on various jobs on Ships duty Latter Part blowing Strong Saw nothing So Ends

Lat by obs 17.07 N

Long by Chron 146.57 W

Monday March the 21

First Part commences with Strong winds from the N'E and fine weather Steering W'N'W middle and latter Part blowing a moderate gale running under Double reef top Sails Saw nothing worth remarks the watch Employed on various jobs on Ships duty So Ends

Lat by obs 18.35 ^N

Long by Chron 149.57 ^W

Tuesday March the 22

First Part of these 24 hours blowing a moderate gale from N'E Steering W by N & N Ship under Double reef top Sails middle part the gale commenced to moderate Set all Sail Latter Part Strong winds and Pleasant Saw nothing worth remarks So Ends

Lat by obs 19.50

Long by Chron 150.57

Wed March the 23

First Part of these 24 hours Strong winds from N'E and Pleasant Steering W by S at Sun Set Shortened Sail middle and Latter Part wind and weather much the same at daylight Saw the I S Land of Archipel all hands Employed in hauling chains at 11 30 P.M. took a Pilot wind very light Steered in to the Port of hilo So Ends

Lying at anchor at Cuthbert 18.70

Thurs March the 24

First Part of these 24 hours Light winds from the ENE and Stearant at 2 a m came to anchor in five fathoms water at 3 a m the Capt went on Shore all hands Employed breaking out water casks at getting them ready for a raft of water middle Part fine weather latter Part all hands Employed in breaking out Shocks and Shock heads and hoops Put five Shock-heads casks on Shore and Put three in the Store house 390 gallons made from 16 374 gallons 386 347 352 So Ends

Friday March the 25

all these 24 hours Lying at anchor at Cuthbert all hands Employed Putting meat and Shocks on Shore had heavy rain all night Put 24 bundles of Shocks on Shore and Stowed them in the Store Store House So Ends

Saturday March the 26

all these 24 hours Lying at anchor at Cuthbert all hands Employed breaking out meat and Putting it on Shore Put on Shore 10 casks Beef and 6 cask Pork 16 cask all told So Ends

Sunday March the 27

all these 24 hours Lying at anchor at 8 o'clock Sent the Starboard Watch on Shore at 12 o'clock the watch all came on board at 1 o'clock Sent the Larboard watch on Shore at Sun Set the watch all came on board wind and variable with showers of rain So Ends this day

Monday March the 28

all these 24 hours all hands Employed in watering Ships took one raft on board and Stowed it down 130 bbls had thick rainy weather all the 24 hours Sent a raft of cask on Shore to be filled

Remarks on board Bk Eugenio

Tuesday March the 29

all these 24 hours Still lying at anchor at
Hilo blowing Strong with a thick rain Storm
could not get any water on board it was so
rough took two boats on shore and put them
in the Store house So Ends this 24 hours

Wednesday March the 30

all these 24 hours blowing Strong and a thick
rain Storm at 5 o'clock sent the Starboard watch
on liberty could do nothing on board it was
so rough that we could not get a raft of water
off of the beach at Sun Set the Starboard watch
came on board all wright the weather very bad
at times blowing heavy and much rain So Ends

Thursday March the 31

all these 24 hours Still lying at anchor at
Hilo the weather very bad heavy rain and
variable winds at 4 P m the Bk active came
in the Starboard watch on liberty sent them on
shore at 9 o'clock at Sun Set all the watch came
on board blowing Strong So Ends

Friday April the 1

all these 24 hours lying at anchor Still blowing
a Gale and a thick rain Storm could do
nothing the Starboard watch on liberty at Sun
Set all came on board weather very bad a thick
rain Storm So Ends these 24 hours

Saturday April the 2

all these 24 hours Still lying at anchor at Hilo
the Starboard watch on liberty at Sun Set all
came on board Shipwrecked two men John Brown
and Joseph Higgins Green hands So Ends
these 24 hours

Lying at Whilo 1870

Sunday April the 3

all these 24 hours Lying at anchor at Whilo
at 8 o'clock sent the Starboard watch on
Liberty at 12 o'clock all came on board
at 1 o'clock sent the Starboard watch on
Liberty at Sun Set. all came on board
So Ends this day

Monday April the 4

all these 24 hours Lying at Whilo all hands
Employed getting water on board took one raft
on board and Stowed it down Discharged James
Brown cook he was good for nothing but a very
bad man on board he made a good deal of
trouble and Capt M^r. thought it would be
best to get him out of the Ship So Ends

Tuesday April the 5

all these 24 hours Lying at anchor all hands
Employed in watering Ship took a raft on board
containing 90 bbls and Stowed it down had fine
weather through the day So Ends this day

Wed April the 6

all these 24 hours Still Lying at anchor at
Whilo all hands Employed on various jobs
on Ship's duty took on board three boat loads
of wood and a lot of Potatoes and Cabbages
Every thing all right on board So Ends

Thursday April the 7

all these 24 hours Still Lying at Whilo all
hands Employed in taking recruits on board
and took a Show and landed all of the tobacco
the was in board Ship all ready for Sea and
Lying waiting for a wind to get out So Ends

Remark on board Bk Eugenie 1880

Friday April the 8

all there 24 hours Still lying at Shilo waiting for a chance to get out all hands Employed on Ships duty the Steward Sick and off duty So Ends this 24 hours

Saturday April the 9

First Part of there 24 hours light winds and calms Still lying at Shilo waiting for a wind to get out middle and latter Part the wind was so light that we could not get out of the bay So Ends

Sunday April the 10

First Part of there 24 hours light and calms Still lying at Shilo waiting for a wind to get out middle Part got a light wind of the land at 9 o'clock the Pilot came on board and hove in 25 fathoms of cable at 2 o'clock got the Ship under way in company with Bark active Capt Blackmore and Bark John wells capt Deane the was very light and the Pilot got the Ship on the reef She Struck 5 times three times very hard ran out two hours and cage anchor and hauld her off the reef tried the Pumps but found that she made no water after we hauld her off the reef came to anchor in 7 fathoms water at 11 P.m got under way with a light wind from E.N.E and came out all right So Ends

Monday April the 11

all there 24 hours Strong winds from the N.E and Pleasant weather at 1 P.m came harbor at Sochi after potatoes and Shall to stop one Week for them all hands Employed on Ships duty So Ends

Lying at Tochi 1870

Tuesday April the 12
all there 24 hours Strong N.E. Wind Still
Lying at anchor at Tochi waiting for potatoes
took the Ship out in Shore where she would
not drag of the bunk So Ends

Wednesday April the 13
all there 24 hours Light winds and calm
Still lying at anchor at Tochi waiting to
get potatoes So Ends

Thursday April the 14
all there 24 hours Still lying at anchor at
Tochi waiting for potatoes took on board 1200
Oranges and 10 Pigs all hands Employed in
various jobs on Ships duty So Ends

Friday April the 15
all there 24 hours Still lying at Tochi waiting
for potatoes all hands Employed on Ships duty
So Ends this 24 hours

Saturday April the 16
all there 24 hours Still lying at anchor
at Tochi waiting for Potatoes took on board
two Pigs So Ends

Sunday April the 17
all there 24 hours Still at anchor at Tochi
So Ends there 24 hours

Monday April the 18
all there 24 hours Still lying at Tochi Still
waiting for Potatoes all hands Employed on
various jobs on Ships duty So Ends

Tuesday April the 19
all there 24 hours Still lying at Tochi all
hands Employed on Ships duty So Ends

Remarks on board Bk Eugenio

Wed April the 20

all there 24 hours Still lying at Tochi waiting for Potatoes James Robertson and John Shope and John Conley Decerted Capt Aze went on Shore and reported them all hands Employed in repairing main top Sail Bent a New fore top Sail

Thursday April the 21

all there 24 hours Still lying at anchor at Tochi waiting for Potatoes all hands Employed in Repairing Sails So Ends this day

Friday April the 22

all there 24 hours Still lying at anchor at Tochi all hands Employed on various jobs on Ships duty took on board 10 Sheep So Ends

Saturday April the 23

all there 24 hours Still lying at anchor at Tochi took on board a launch Load of Potatoes and five bullock at Sun Set the capt came on board the Police capt James Robertson and John Shope and John Conley those three men Decerted April the 20 took them on board and they all went to there duty at Seven o'clock hove Short and got all ready to Sail as soon as the wind would Permit

Sunday April the 24

at 6 o'clock took over anchor and came out of Tochi harbor Steering N^W $\frac{1}{2}$ W at Sunset ragn bearing N^W & Distance 12 miles Staring N^W $\frac{1}{2}$ W $\frac{1}{2}$ W all hands Employed on Ships duty So Ends

At the Sandwich I S Goods 1870

Monday April the 25
First Part of there 24 hours Strong Winds from
E & fine weather Steering W S W to W to
Wahoo after Letters and middled air middle
and latter Part working up to the Port of Wahoo
So Ends there 24 hours

Tuesday April the 26
First Part of there 24 hours blowing Strong from
N E and Pleasant weather at 1 am the Capt. Went
on Shore and took the Steward with him to
See the cooler middle and latter Part lying
off and on at Wahoo So Ends

Wed April the 27
First Part of there 24 hours blowing Strong from E &
and Pleasant. Lying off and on at Wahoo took
on board five bundles of bag 1000 Gunbings and
Sundry recruits Middle Part blowing heavy from
N E & latter Part men in off the Port at 10 P.M.
the Capt came on board with five men that he took
three Cooks and a cook and Steward made all
Sail and Stowed S W all hands Employed
on Stowing anchors and chains So Ends

Sat. by obs
Long by Chron

Thursday April the 28
First Part of there 24 hours blowing Strong from
the E & fine weather Steering from W to N W
in company with B B active of New Bedford
Capt Blackman at 3 am spoke her middle
Part Steering N W 1/2 S latter Part Steering W & N
all hands Employed in braking out the after hole
and repairing the Spunkier and put a rap in it
So we could carry it in heavy weather So Ends

Sat. by obs 22 .. 5000
Long by Chron 1000 .. 01200

April the 27 1870
Discharged the Steward
at Wahoo

Remarks on Board Bk. Eugenia 1840

Friday April the 29

First Part of these 24 hours light winds from E N E and Pleasant weather Steering W by S the watch Employed in repairing Spunkier middle Part Steering W by S latter Part the watch Employed in repairing the Sail and sundry other jobs

Lat by obs 22..40 N

Long by Chron 163 00 W

Saturday April the 30

First Part of these 24 Strong winds from the E N E and Pleasant weather Steering W S W the watch Employed in repairing Sails middle and latter Part blowing Strong with a heavy Sea Saw nothing worth remarks So Ends

Lat by obs 22..29 N

Long by Chron 166 28 W

Sunday May the 1

First of these 24 hours blowing Strong from the E N E Steering W by S the watch Employed on repairing Fore top sail and fore top mast Stays and middle and latter Part wind and weather much the same Saw nothing worth remarks So Ends

Lat by obs 22..16 N

Long by Chron 170..04 W

Monday May the 2

First Part of these 24 hours Strong winds from E N E and Pleasant weather Steering W by S Saw nothing middle Part blowing heavy latter Part more moderate the watch Employed on repairing Fore top sail and sundry other jobs on Ships duty Saw nothing of the whale kind

Lat by obs 22..15 N

Long by Chron 173..09 W

Tuesday May the 3

First Part of these 24 hours Strong winds from the E N E and Pleasant Steering W by S the watch Employed in repairing sails middle and latter Part wind light from E and pleasant So Ends

Lat by obs 22..32 N

Long by Chron 175..38 W

Bound North in Search of Whales

Wed May the 4

First Part of there 24 hours light winds from E and Pleasant weather Steering N^W E S the watch Employed repairing Sails at anchor it middle and latter Employed in various jobs on Ships duty Saw nothing worth remarks So Ends

Lat by obs

Long by Chron

Thurs May the 5

First Part of there 24 hours light winds from E N E and Pleasant weather Steering N^W E S the watch Employed on Ships duty middle and latter Part light variable winds and calms Saw nothing worth remarks So Ends

Lat by obs 12° 39' N

Long by Chron 179° 07' W

Friday May the 6

First Part of there 24 hours light winds from the E N E Steering N^W E S the watch Employed on various jobs on Ships duty middle Part calm latter Part light winds from S W Saw nothing worth remarks So Ends this day

Lat by obs 12° 41' N

Long by Chron 179° 57' W

Saturday May the 7

First Part of there 24 hours light winds and calms Steering N^W E S watch Employed on various jobs middle and latter Part calm Saw nothing worth remarks So Ends

Lat by obs 12° 48' N

Long by Chron 179° 38' W

Sunday May the 8

First Part of there 24 hours calm watch Employed on Ships duty middle Part the calm latter Part light winds from S W one Ship in Sight So Ends

Lat by obs 12° 25' N

Long by Chron 178° 44' E

Remarks on Board Bk Eugenia 1870

Monday May the 9

First Part of there 24 hours light winds
and calms with showers of rain the watch Employed
on various jobs on Ships duty middle and
latter Part wind and weather much the same
Saw nothing worthy of remarks So Ends

Lat by obs 23.40 N
Long by Chron 178.45 E

Tuesday May the 10

First Part of there 24 hours light winds and
variable with showers of rain Steering W. & N.
middle and latter Part wind and weather the same
Saw nothing So Ends

Lat by obs 23.48 N
Long by Chron 178.09 E

Wed May the 11

First Part of there 24 hours light winds
from N. & E and Pleasant weather Steering W. & N.
the watch Employed on Ships duty middle
and latter Part light winds from N. & E
Saw nothing of the whale kind So Ends

Lat by obs 24.50 N
Long by Chron 176.37 E

Thursday May the 12

First Part comes in light winds from the
N. & E and Pleasant weather the watch Employed
in various jobs on Ships duty middle and
latter Part light winds and calms Saw
nothing worth remarks So Ends

Lat by obs 25.23 N
Long by Chron 175.00 E

Friday May the 13

First Part of there 24 hours light winds from
the E. & N. & E and Pleasant weather Steering W. & S.
the watch Employed on various jobs on Ships
duty middle and latter Part wind and
weather much the same So Ends

Lat by obs 25.25 N
Long by Chron 173.44 E

Bound to the North West 1870

Saturday May the 14

all there 24 hours Light variable winds
with Showers of rain Steering to the N'W
trying to get north the watch Employed on
various jobs on Ships duty So Ends

Lat by obs 15.55.0
Long by Chron 172.56.8

Sunday May the 15

First Part commences with light winds from
N'E and Pleasant Steering by the wind heading
W'N'W middle and latter Part Steering N'W
wind from S'E to S'W. Saw nothing worth
remarks So Ends there 24 hours

Lat by obs 16.05.0
Long by Chron 172.31.5

Monday May the 16

First Part of there 24 hours Strong winds
from the S'W and Pleasant weather Steering N'W
middle and latter Part wind W'N'W blowing
Strong Steering by the wind heading N' the
Watch Employed on various jobs on Ships duty
Saw nothing worth remarks So Ends

Lat by obs 18.43.0
Long by Chron 171.35.5

Tuesday May the 17

First Part blowing Strong from W'N'W and
Pleasant - Steering by the wind heading from N'
to N'N'E at Sun Set took Ship heading
S'W by W' middle and latter Part wind and
weather much the same Saw nothing So Ends

Lat by obs 28.52.0
Long by Chron 171.06.5

Wed May the 18

First Part of there 24 hours Light winds from
N'N'W and Pleasant weather Steering by the
Wind heading W'N'W middle and latter part
Wind and weather the same. Saw nothing So Ends

Lat by obs 29.19.0
Long by Chron 170.00.5

Remarks on board B.R. Eugenia

Thursday May the 19

First Part of these 24 hours light winds from the N.N.W. and Pleasant weather Steering N by W 1/2 W middle and latter Part light variable winds Steering N.N.W. Saw nothing so Ends
Lat by obs

Friday May the 20

First Part of these 24 hours light variable winds Steering N.N.W. middle and latter Part light winds from S.W. and pleasant weather Saw nothing worth remarks so Ends

Lat by obs 31.28
Long by Chron 168 35.2 E

Saturday May the 21

First Part comes in with light winds from S.W. and fine weather Steering N.N.W. the watch Employed on various jobs on Ships duty middle and latter Part strong winds from S.N.E. Saw nothing worth remarks so Ends

Lat by obs 32.18 N
Long by Chron 168.08 E

Sunday May the 22

First Part of these 24 hours light winds from the S.N.E. and pleasant weather Steering by the wind heading N.W. middle and latter Part wind S.E. Steering N by W Saw nothing worth remarks so Ends

Lat by obs 34.40 N
Long by Chron 167.45 E

Monday May the 23

First Part comes in with strong winds from the S.E. and fine weather Steering N by W middle and latter part blowing a moderate gale from S.W. the watch Employed on various jobs on Ships duty Saw nothing worth remarks so Ends these 24 hours

Lat by obs 36.25 N
Long by Chron 167.04 E

Bound to the North West

Tuesday May the 24

First Part commences with Strong winds from WSW and thick rainy weather Steering S by W at Sun Set Light variable winds with light rain and fog the watch Employed on Ships duty Saw nothing worth remarks So Ends
No obs

Wen May the 25

First Part of there 24 hours light winds from ESE and thick weather Steering S by W & W the watch Employed on various jobs on Ships duty middle and latter Part Strong winds from NNE and thick weather Steering by the wind heading from NNW to NNE Saw nothing So Ends

Lat by obs 40° 20' N

Long by Chron 166° 20' W

Thursday May the 26

First Part of there 24 hours Strong winds from NE and thick weather Steering by the wind heading NNW middle and latter Part light winds and thick weather Steering by the wind heading WNW the watch Employed on various jobs So Ends there 24 hours

Lat by obs 41° 23' N

Long by Chron 165° 49' W

Friday May the 27

First Part of there 24 hours Strong winds from the NNW and fine weather Steering by the wind heading WNW middle and latter Part wind and weather much the same Saw nothing worth remarks So Ends there 24 hours

Lat by obs 41° 15' N

Long by Chron 163 45' W

Saturday May the 28

First Part Light winds from SSE and Pleasant weather Steering by the wind heading WNW middle and latter part Wind SE Steering S by E Saw nothing worth remarks So Ends

Lat by obs 42° 42' N

Long by Chron 163 26' W

Remarks on board Bk Eugenia

Sunday May the 29

First Part of these 24 hours Strong winds from the S E and Pleasant weather Steering N & W middle and latter Part blowing a gale from S E & and a thick rain storm Steering N Saw nothing

Lat by account 46° 02'

Long by account 163° 20'

Monday May the 30

First Part of these 24 hours blowing a gale from the S E and thick rain storm middle Part wind E S E Steering N by E latter Part wind E weather the same Saw nothing So Ends

Lat by obs 49° 00' N

Long by Chron 163° 40' E

Tuesday May the 31

First Part of these 24 hours blowing a moderate gale from the Eastward and thick weather Steering N by E Ship under Double reef top sails middle and latter Part light winds from N E and Pleasant Steering by the wind Saw nothing worth remarks

Lat by obs 51° 37' N

Long by Chron 163° 04' E

June the 1

Wed June the 1

First Part commences with Strong winds from the N E and Pleasant weather Steering by the wind heading S by W the watch Employed on various jobs or Ships duty middle and latter Part light winds from N E at 9 P m tack Ship heading E by S So Ends

Lat by obs 52° 44' N

Long by Chron 162° 43' E

Thursday June the 2

First Part of these 24 hours light breezes from the N E and Pleasant weather Steering by the wind to the Eastward trying to get north middle and latter Part wind and weather much the same Saw nothing So Ends

Lat by obs 52° 58' N

Long by Chron 162° 50' E

Bk Arizona Bound to the Northwest 1870

Friday June the 3

Friday commences with light breezes from N' E steering by the wind to the Eastward middle and latter part light winds calm saw plenty of thin tracks the watch Employed on jobs about the Ship So Ends

Lat by obs 33.00 N
Long by Chron 167.15 E

Saturday June the 4

First Part comes in with light breezes and calm steering N' E middle and latter part wind and weather much the same saw nothing worth remarks the watch Employed on Ships duty So Ends

Lat by obs 33.06 N
Long by Chron 167.50 E

Sunday June the 5

First Part of these 24 hours dead calm saw nothing watch Employed on various jobs on Ships duty middle and latter part light breezes from S' E and Pleasant weather steering N' E by A' saw nothing worth remarks So Ends

Lat by obs 33.30 N
Long by Chron 168.11 E

Monday June the 6

First Part comes in with light breezes from E S E and Pleasant weather at 5 a m saw something that looked like land but could not make it out steering by the wind to the N' E middle part light winds from N' E and Pleasant latter part the same at 3 P m saw Copper island bearing N' W Dist 30 miles at 5 P m took Ship to the Eastward the watch Employed on various jobs on Ships duty

Lat by obs 34.12 N
Long by Chron 169.03 E

Tuesday June the 7

First Part strong breezes from N' and Pleasant steering by the wind to the Eastward middle and latter part more N' W steering N' E by A' saw nothing So Ends

Lat by obs 34.46 N
Long by Chron 170.24 E

Remarks on board Bk *Eugenia* 1870

Wed June the 8

First Part of these 24 hours Strong breezes from W & W and Pleasant Steering N & E at 3 a m took in the Light Sails at 6 a m reefed Fore top-sail weather thick middle Part blowing a moderate gale from W & SW latter Part more moderate Steering N by E & E the watch employed on Ships duty saw nothing worth remarks So Ends

Lat by obs 57.13 N

Long by Chron 175.13 E

Thursday June the 9

First Part comes in with light breezes from W & W and Pleasant Steering S by E & E at 6 am calm middle part Light breezes from S & W latter Part the same saw nothing worth remarks So Ends this day

Lat by account 58.40 N

Long by account 174.40 E

Friday June the 10

First Part of these 24 hours Strong breezes from the N & W and thick weather Steering by the wind heading N & E at 6 a m wind W & W and thick fog middle Part Light winds and calms latter Part light breezes from the SW and fine weather Steering N by E saw nothing So Ends

Lat by obs 59.25 N

Long by Chron 175.56 E

Saturday June the 11

First Part of these 24 hours light breezes from SW Steering North with thick weather middle Part Strong breezes latter Part blowing Strong at 10 P m made the ice saw a number of cakes thick fog kept the Ship to the wind and took in Sail while dawning so the fog lit up and we could see the ice from W to N was Ship and stood up to the S at 11 P m got the Ship in clear water

Lat by obs 61.30 N

Long by Chron 179.18 E

Sunday June the 12

First Part of these 24 hours Strong winds from the W & SW and thick fog Steering by the wind at 3 a m were Ship and stood in for the ice at 6 o'clock got in to the ice were Ship and stood up middle Part thick fog at 10 o'clock came in contact with

Cruising off Cape Thulius 1870

The ice wore ship to the NW but came in contact with it again Steered off SE one hour under short sail and then hauled up S by W Saw some ice but got through it at 3 o'clock got all clear of the ice latter part blowing strong from WSW and thick fog at 11 o'clock wore ship saw nothing so ended
Lat by account 61.10 N
Long by account 178.00 E

Monday June the 13

First Part of there 24 hours light breezes from WSW and thick fog at 1 a m Set all sail steering by the wind to the NW run untill 6 o'clock and then wore ship to the Southward Saw plenty of lookheads Birds but nothing of any lookheads middle part light winds and thick fog latter part took ship to the NW thick fog saw nothing so ended

Lat by account 61.00 N
Long by chron 178.11 E

Tuesday June the 14

First Part of there 24 hours light breezes from the SE and thick fog at 9 a m the fog let up kept the ship off NW at 3 o'clock sighted the ice Distance 5 miles hauled up W by N Saw a body of ice from NW to E by N at 7 o'clock came in thick could not see the ice kept the ship off NW middle part thick fog latter part going to at 6 o'clock hauled the ice but could not see it at 10 P m the fog let up and we could see ice from W to SE all to the North was thick field ice small cutter could do nothing so ended

Lat by obs 61.37 N
Long by chron 178.15 E

Wed June the 15

First Part of there 24 hours light winds and calms the ice distant about 2 miles at 3 a m Saw the land bearing N by W & W Distance 23 miles at 7 o'clock ice in sight from W to SE could see nothing but ice to the NE bent Turk's head line middle part fine clear weather latter part thick weather tried to get to the North but could not the ice was so heavy so ended

Lat by obs 61.44 N
Long by chron 178.20 E

Remarks on board Bk Eugenie 1870

Thursday June the 16

First Part of these 24 hours strong breezes from S.W. and thick smoky weather working to the Southward trying to get out clear of the ice at 4 a.m. got all clear of the ice wore ship to the westward and took in main sail and double reefed topsails at 6 o'clock saw more ice to the N.W. at 7 o'clock wore ship and stood to to the S.E. middle part or different tracks latter part the same going off and the ice thick fog saw nothing so ends

Lat. by account 61° 30' N

Long by account 178° 10' E

Friday June the 17

First Part thick fog strong breezes from S.W. steering by the wind on the western track at 3 a.m. the fog lit up a little steered off N.W. by W at 5 o'clock saw the ice from W to N.E. at 6 o'clock wore ship and stood off from the ice middle part or different tracks off and on the ice latter part the fog lit up a little made all ship steering by the wind to the westward at 11 o'clock came to thin ice kept off S by W and run through it thought we had got around the ice but round heavy ice ahead of the ship hauled to on the western track ice from W to E to the north so ends

Lat. by account 61° 34' N

Long by account 178° 00' E

Saturday June the 18

First Part of these 24 hours light breezes from the S.W. and thick fog steering by the wind on different tracks trying to work the ship clear of the ice at 7 a.m. found calm the ice about three miles distant bearing from E. to W. all to the North of the ship is heavy ice middle part or different tracks latter part the wind hauled out N.E. and the fog cleared up saw the land bearing N.E. W. Distance 30 miles steered different courses to the N.W. trying to get through the ice found one small space where the ice was thin run in until we could not get any further the ice was so heavy got the ship around and got out of the heavy ice so ends

Lat. by obs 61° 52' N

Long by chron 178° 39' E

Remarks on board Bk Engineer 1870

Sunday June the 19

First Part of there 24 hours Strong breezes from S^E and thick weather Steering by the wind on different tacks trying to keep the Ship in clear water the Surrounded with ice middle Part thick fog latter Part thick fog could hear the ice but could not see it Ship on different tacks the hauld out S^W So Ends

Lat by account 61.58 N

Long by account 178.30 E

Monday June the 20

First Part comes in with a thick fog and light breezes from S^W Ship by the wind on different tacks made Short Sail could hear the ice to the N^W of the Ship but could not see it it is so thick at 5 a m had light rain middle Part the wind hauld out S^W and the fog all cleared off the Land was in sight. Distant 35 miles made all still and commenced to work through the ice cape Thuleus bearing N by W 35 miles latter Part calm ice all around the Ship could do nothing So Ends

Lat by obs 62.05 N

Long by chron 179.14 E

Tuesday June the 21

First Part of there 24 hours light breezes and calm ice all around the Ship trying to get through the ice cape Thuleus bearing N^W by N 2 N to i took the Harbour watch to try and get through the ice middle Part worked the Ship out of the ice in to clear water latter Part came into thick ice took in sail and tried to work the Ship through ice as far as we could see

Lat by obs 62.43 N

Long by chron 179.23 W

Wed June the 22

all there 24 hours the Ship lying in the ice trying to work her through to the North but made slow work of it at 11 calms came in to clear water at 3 P m got in to heavy ice took in all sail thick fog and strong breezes from S^E could do nothing by shing the ice off with poles Staked the copper in two Places So Ends

Remarks on board Bk Eugenia 1870.

Thursday June the 23

First Part of these strong breezes from S S and thick fog the Lying in the ice under bear poles the ice very heavy at 4 a.m. made the ship fast to a large cake of ice middle Part blowing strong from S S E at one o'clock the ship was blocked up with heavy ice and a heavy swell killed all hands and made penders use all the old rigging and 3 coils of new rope to save the ship and i think the rope saved the ship the ice ripped off a good deal of copper and sheeting and as god luck would have it we got out of the ice at 2 o'clock set main top sail close reef and for Staysail ship in clear water so ends

Lat by account 63.27 N

Long by account 173.27 W

Friday June the 24

First Part comes in with strong breezes from S S E and a thick fog ship by the wind on the Eastern tack at one a.m. Steered off N E the ship in clear water no ice in sight thick fog middle Part wind and weather much the same latter Part set all sail at 10 P.m. saw three ships spoke them had got nothing this season had from the fleet saw had got one whale had bin 12 whales taken thick fog

Lat by obs 64.08 N

Long by account 175.10 W

Saturday June the 25

First Part of this day light breezes from the S S W and thick fog steering by the on Distant tacks to keep clear of the ice middle Part saw the ice bearing from N E to N W 4 ships in sight latter Part wind and weather much the same. Saw plenty of ships but no whales so ends

Lat by obs 64.07 N

Long by account 175.12 W

Remarks on board Bk Engineer 1870

Sunday June the 26

First Part of these 24 hours light breezes from the S.W. and a thick fog Steering by the wind on different tacks to keep clear of the ice First a number of Ships middle and latter Part wind and weather much the same Ship on tacks to keep off the ice So Ends this day

Lat by account 64.12
Long by account 175.10 E

Monday June the 27

First Part of these 24 hours light breezes from S.W. and thick fog Steering by the wind on different tacks working to the S.W. to keep clear of the ice middle Part run off to the N.W. at 9 o'clock left to on the Starboard tack to the S.E. at one o'clock took Ship to N.W. latter Part wind and weather much the same So Ends

Lat by obs 64.35 N
Long by chron 172.04 W

Tuesday June the 28

First Part of these 24 hours light breezes from S.W. and Pleasant at 1 a.m. saw the land bearing 7.2112 W.N.W. to S.S.W. Steering to the N.E. hauled in to the N.W. made the ice and run along it 14 Ships in sight all working to the North St. Lawrence island in sight bearing S.E. distance 35 miles the ice most all around the Ship middle and latter Part wind and weather much the same at 11 P.m. saw the first ahead forward for him but could not get near him So Ends

Lat by obs
Long by chron

Wed June the 29

First Part comes in with light breezes and Pleasant Steering by the wind on different tacks in search of Whales & Ships in sight and all around the Ship as far as we could see was solid ice middle and latter Part Steered to the N.W. trying to get through the ice all the fleet of Ships following the same So Ends

Lat by obs 64.49 N
Long by chron 170.42 W

Remarks on board Bk Eugenia 1870

Thursday June the 30

First Part of the 24 hours light breezes from S W and Pleasant Steering N W trying to Press the Ship through the ice 8 Ships in Sight at 4 a m got the Ship in to clear water middle Part Steering in N W at 11 o'clock Steered off N in company with 14 Ships Spoke Bk Junco nothing this season Latter Part Steering N by E So Ends

Lat by obs 65.58 N
Long by Chron 169.24 W

Friday July the 1

First Part of the 24 hours light breezes from S S W and Pleasant weather Steering Diferant courses to keep clear of the ice at 1 a m got through the strates the ice very thick and heavy but made out to Pick the way clear of ice at 7 a m Spoke the Bk Lagoda Capt Swift middle Part Steering N W Latter Part Saw Invel fish towards for them but could not strike 21 Ships in Sight So Ends

Lat by obs 66.36 N
Long by Chron 169.24 W

Saturday July the 2

First Part of the 24 hours light breezes from S S W and Pleasant Steering to the N W Plenty of ice and Ships but no whales middle Part wind and weather much the same Latter Part Strong breezes from S W Steering to the N E Saw nothing So Ends

Lat by obs 69.10 S
Long by Chron 168.33 W

Sunday July the 3

First Part of this day commences with Strong breezes from S W and Pleasant weather Steering Diferant courses in search of whales at 4 a m hauled by the wind to the westward middle Part thick fog Latter Part fine weather Spoke the Bk Junco of New Bedford Capt Williams 11 miles out 25th Wh Sperm Part Bk Seabreeze ice all round the Ship So Ends

Lat by obs 68.40 N
Long by Chron 168.40 W

Cruising in the Arctic 1870

Monday July the 4

First Part of these 24 hours light breezes from S E and thick weather gaining with Bk Breeze on Spermant Tacks in Search of whales middle and latter Part Strong breeze from S S W 19 Ships in Sight all during nothing no whales to be found So Ends these 24 hours

Lat by obs 65.13 N
Long by Chron 170.15 W

Tuesday July the 5

First Part of these 24 hours Strong breezes from the S E and thick weather Saw nothing but Ships Steering by the wind heading E S E middle Part heading E by S latter Part the Sun in Sight stood in until we came to the ice and run a long the ice but saw nothing that looked like a whale the watch Employed on Ships duty So Ends

Lat by obs
Long by Chron

Wed July the 6

First Part of these 24 hours light breezes from S S E and Pleasant Steering by the wind to the Eastward at 2 a m Steering to the N W in Search of whales at 6 a m Steered W by N middle Part Steering by the wind to the S W one Sail in Sight Steering the Same latter Part wind and weather much the Same saw nothing worthy of remarks So Ends

Lat by obs 67.41 N
Long by Chron 170 53 W

Thursday July the 7

First Part of these 24 hours light breezes from S E and Pleasant weather Steering Spermant courses in Search of whales middle and latter Part the Same at 11 30 P m Saw two boats and for them but saw nothing more of this after leaving the boats came on board at 12 o'clock Steered off S by W ice all round the Ship 23 Ships in Sight most of the Ships had their boats down after walrus. So Ends this day

Lat by obs 68.25 N
Long by 171.00 W

Remarks on Board Bk Engineer

Friday July the 8

all there 24 hours light breezes from SW and Pleasant weather all hands Employed in chasing Wallaces Struck and took to the Ship & 21 Ships in Sight So Ends this day

Lat by obs 67.25 N
Long by chron 171.00 W

Saturday July the 9

all this day thick fog and strong breezes from WSW Spoke the Bk Corso Capt Barnes with 200 bbls this season 10 Ships in Sight Lying off and on the ice So Ends

No obs

No obs

Sunday July the 10

all there 24 hours Strong breezes from NE and thick fog Lying off and on the ice in company with 4 Ships waiting for the fog to clear up could do nothing So Ends

No obs

No obs

Monday July the 11

First Part of there 24 hours Strong breezes from NE and thick fog Lying off and on the ice in company with 6 Ships middle and latter Part wind and weather much the same

No obs

No obs

Tuesday July the 12

all this day thick fog Still lying off and on the ice waiting for the fog to clear off 20 Ships in Sight all doing nothing wind light from NE So Ends there 24 hours

Lat by account 67.42 N
Long by account 171.20 W

Wednesday July the 13

all there 24 hours Strong breezes from SEW and thick weather Steering different courses in search of Whales 30 Ships in Sight

Lat by obs 67.45 N
Long by chron 171.29 W

Remarks on board Bk Engineer 1870

Thursday July the 14

First Part of these 24 hours following strong from S.W. and Pleasant Steering by the wind in search of whales 30 Ships in sight the Land bearing S by W Distance 30 miles wide and latter part wind and weather much the same Saw nothing worth remarks So Ends

Friday July the 15

all these 24 hours light breezes from S.W. and Pleasant weather Steering different courses in search of whales Saw plenty of ice and the Land in sight Part 40 miles 20 Ships in sight toward 4 boats for walrus struck and got 19 took them to the ship the watch Employed in cutting up blubber So Ends

Saturday July the 16

all these 24 hours light breezes and calm the boats all in the ice looking for walrus got 15 took to the ship 10 Ships in sight all had their boats in the ice at 6 o'clock came on board the land distant 25 miles bearing S by W So Ends

Sunday July the 17

all this day thick fog Ship on different tacks trying to keep out of the heavy ice the watch Employed on various jobs in Ships duty So Ends

Monday July the 18

all this day thick fog going off and on the ice the watch Employed on breaking out fore hole Saw nothing So Ends

Tuesday July the 19

first Part comes in with light breezes from the N.E. and fine weather Steering by the wind on different tacks working through the ice middle Part got through the ice latter Part thick fog Steering by the wind to the N.E. Saw nothing So Ends this day

Remarks on board Bk Eugenie 1870

Wed July the 20

First Part Strong breezes from N.W. Steering to N.E. in company with the four barres Capt. Joffe of New London middle Part blowing Strong from N.W. Latter Part the same at 6 P.m. Saw the land on the Eastern Shore at 8 P.m. Tack Ship off Shore distant 3 miles low Point of land So Ends

Lat by obs 68° 23. N
Long by Chron 167° 08 W

Thursday July the 21

First Part of these 24 hours Strong breezes from the N.W. and thick weather Steering by the wind heading W.N.W. in company with the four Barres middle and Latter Part on different tacks in search of whales the watch Employed on various jobs on Ship's duty Saw nothing So Ends

Lat by obs 69° 02 N
Long by Chron

Friday July the 22

all these 24 hours blowing Strong from W.S.W. and Pleasant Steering by the wind on different tacks in search of whales at 2 P.m. Saw a large flow of ice worked the Ship up to it at 7 o'clock Toward 4 hours and went in the ice Saw nothing at 11 P.m. came on board made all Sail and stood off from the ice Cape Lisburn in sight distant 40 miles So Ends

Lat by obs 69° 40
Long by Chron 168° 10

Saturday July the 23

First Part of these 24 hours Strong breezes from S.W. and fine weather Steering by the wind on different tacks in search of whales at 6 a.m. thick fog middle Part the same Latter Part the watch Employed in working out and Stowing of the after hold Saw one Ship and a flow of ice So Ends

Lat by obs 69° 26
Long by Chron 168° 12

Remarks on board Bk *Enyenia* 1870

Sunday July the 24

First Part of these 24 hours blowing a moderate gale from S.W. Steering by the wind on Diferant tracks in search of whales the watch Employed in various jobs middle Part thick fog with rain latter Part light winds and calm thick smoky weather no whs Saw nothing So Ends

Monday July the 25

First Part comes in with light breezes from S.W. E and thick smoky weather with showers of rain Steering by the wind on Diferant tracks in search of whales middle Part blowing strong and thick weather latter Part all hands Employed in breaking out the widening tier of water and stowing it between Decks Saw nothing So Ends

Tot by obs 69.22

Long by chron 165.02

Tuesday July the 26

First Part of these 24 hours blowing strong from the S.W. and Pleasant all hands Employed in breaking out to make room for blubber middle Part Steaming Diferant courses in search of the ice latter Part made the ice at 8 P.m. came up with it ran along the edge of the ice to the N.E. Saw nothing So Ends

Tot by obs 70.02

Long by chron 166.03

Wed July the 27

First Part of this day light breezes from S.E. and Pleasant Steaming Diferant courses in search of Whales the watch Employed in measuring wood for blubber at 4 a.m. thick fog and dead calm middle Part on Diferant tracks latter Part Steaming to the N.W. & E Saw two Ship Steaming to the North the watch Employed in various jobs on Ship's deck Saw nothing of the whale kind So Ends

Tot by obs 70.11

Long by chron 164.17

Remarks on board Bk *Eugenio* 1870

Thursday July 28

First Part of these 24 hours light breezes from
S.W. and Pleasant weather Steering N by W two
Ships in sight at 8 a.m. Dead calm and
thick fog. Middle part calm & foggy. Latter
part fresh breezes from the South & a thick fog. Ship on
different tacks under short sail to clear the ice. At
11 A.M. Part of my Mate off duty in not doing his duty.
Mate of the Ship &c. No Ob. to see.

Friday July 29th 1870

Continuing much the same as yesterday a thick
fog & fresh breezes from the Southward Ship under
easy sail on different tacks to clear the ice.
No Ob. to do but by the soundings are in the
vicinity of Ice Cape (So on).

Saturday July 30th

Wind & weather still continue about the same
at 2 P.M. Moderated down & the fog lifted a
little. The ice & 3 Barks in sight spoke the American
& Bismarck all waiting for a chance to work
into the land. Middle part calm. Latter part fresh
breezes from the South. Ship off & on the ice. Sounded
at different times & got from 12 to 16 fathoms &c.
No Ob.

Sunday July 31st

Fresh breezes from the South with a thick
at night the fog lifted a little. The ice & Barks
in sight all off & on the ice. Middle & Latter
parts strong winds & weather some thick. Ship on
different tacks to clear the ice. Sounded at different
times & got from 12 to 16 fathoms. No Ob.

Aug 1st 1870

Low with strong winds from W.S.W. & a bad storm & sea
running. weather some thick Ship under short sail on
different tacks. 1 bark on the ice. 6 Barks in sight at
times at 5 P.M. Sounded & got 15 fathoms &c. Middle &
latter parts calm & a thick fog. Saw a flock of
heavy drift ice &c. No Ob.

Continued to go on & on

Kennedy on Beard Brook, Georgia, U.S.
Tuesday Aug 2nd 1940

Cont. with a light breeze from the N.W. at 1 P.M. the fog lifted. Made sail & steered by the wind to the Westward & made in sight a bluish grey. the two Boats from 6. to 6. 45 p.m. compass said 25 miles. Scanned & got 14 fathoms for Sand. Middle & latter part, fresh breeze from the North & clear weather. Ship by the wind in different tracks for 1000 the ice. 2 Bars in sight.
Lat 46° 10' N. 12 W.
Long by chron 103.29

Wednesday Aug 3rd

Continues pleasant. The fresh breeze from the North ship under all sail off & on the ice. this P.M. saw a Muskeg digger & 3 Barks in sight at 1 P.M. Spoke the Henry. H.M. of N. Bedford, Middle part thick fog. Distance sail & lay aback a part of the time latter part the same with N.E. Ship off & on the ice &c. no obs.

Thursday Aug 4th

Continues the weather with fresh from N.E. Ship under short sail off & on the ice; at 2 P.M. passed to the N. of a Double Top Sail Ship lying aback. Scanned 14 fathoms mud bottom &c. Middle & latter part, away times the 2 in 1, Double reefed the Top Sails, some thin from N.E., at 10 Moon the fog lifted a plain of ice & 5 Barks in sight.
Lat 46° 10' 46 N.
Long by chron 103.10 W.

Friday Aug 5th

Cont. with strong N.W. & pleasant weather. Ship under double reefed sails, off & on the ice. & the ships all the same business. at 2 P.M. saw a white Bear in the water. Ice Cape bearing S.E. 2 1/2 miles. & seeing no chance to get to the North of the Cape in a count of ice bore & steered to the South through scattering ice toward the land. at 4 P.M. luff'd the ship to the wind very much blowing strong from N.E. latter part three double top sail in different tracks in the ice looking for Water. Saw 6 or 8 Barks in sight (See end).
Lat 46° 10' 17 N.
Long by chron 104.30 W.

Remarks on Board Bark Geogin of N.D.
Saturday Aug 6th 1840

Cont. with calm & pleasant weather. At 3 P.M. land
& caught 3 Walrus. Middle part light westerly breezes
& some fog. Latter part clear. Ship under all sail off
on the ... & caught 1 Walrus. 8 Ships & Barks
in sight (See entry). Lat $\frac{1}{2}$ 64 10.26 N. Long $\frac{1}{2}$ 164.50 W.

Sunday Aug 7th

Cont. with moderate breezes from the North ship off on
the ... for Walrus. Middle part wind N.E. Ship under
all sail working to windward. Latter part strong breezes
& seeing an opening to go further to the North. East, hauled up
the helm & steered to the South & S.E. through the Ice. A
number of Ships in sight. (See entry) Lat $\frac{1}{2}$ 64 10 15 N.
Long $\frac{1}{2}$ 163.45 W.

Monday Aug 8th

Cont. with strong breezes from N.E. at 1 P.M. it started in foggy
buffed to the wind side by N.N.W. & S.W. steered. Sailed & by about
Ice. It around the Ship at 6 P.M. the fog lifted kept the
Ship off & steered E. by S. in company with the E. Swift & a number of
other Barks for the land. at 2 P.M. buff'd too with the head
yards struck at 5 ... in for the land with a light
breeze. broke the worst Breeze. & let her have one cast of
Broad weather pleasant. (See entry) No Ob.

Tuesday Aug 9th

Cont. with calm pleasant weather & plenty of ice all about
20 Barks & Ships in sight. Middle & Latter parts much the same
No Ob.

Wednesday Aug 10th

Cont. with light breezes from N.E. Ship under all sail on different
tracks working through the Ice towards Ice Cape. At 6 P.M. started
a heavy piece of storm foreward & sprang the anchor. so
that the middle would not work. Middle & Latter parts much
the same. At 6 A.M. came to anchor in 36 fathoms water and
repaired the anchor. Lat $\frac{1}{2}$ 64 10.22 N. Long $\frac{1}{2}$ 162.45 W.

Thursday Aug 11th

Cont. with fresh breezes & pleasant weather from West. Ship under
all sail working towards Ice Cape. 10 Ships & Barks in sight & any quantity of
ice all around. Middle part much the same. Latter part (breeze & strong winds)
from the North. Came up to the heavy pack Ice - Ice Cape & Throve too in
company with 14 other Barks (See entry) Part my Mt. on ... with a promise
that he will do it without promising &c. (See entry)

Remarks on board Bk Eugene 1871

Friday Aug the 12

First Part of these 24 hours blowing a moderate gale from NNE and thick foggy weather with showers of rain the Ship Surrounded with ice could not steer clear of ice middle Part Wind and weather much the same latter Part fine weather with strong breezes from NNE all hands Employed Stowing down oil Stowed down 36 bbls of walrus oil 28 Ships in Sight Saw nothing of the whale kind
Lat by obs 70.40¹⁵
Long by Chron 162.23¹⁰

Saturday Aug the 13

First Part commences with strong breezes from NNE and Pleasant weather Ship on divergent tacks working through the ice in search of boats middle Part blowing strong with a thick fog latter Part fine weather Steering by the wind on divergent tacks in search of whales Saw nothing of ice and Ships so Ends
Lat by obs 70.34¹⁵
Long by Chron 162.20¹⁰

Sunday Aug the 14

First Part comes in with strong breezes from SSE and thick weather Steering by the wind on divergent tacks in search of boats 22 Ships in Sight and plenty of ice had to make short tacks to keep the Ship in clear water middle and latter Part thick foggy so Ends
Lat by obs 70.29.1⁰
Long by Chron 162.10¹⁰

FEB 1883

—GOND—

Monday Aug the 15

First Part of these 24 hours blowing a gale from NNE and thick weather Ship on divergent tacks working through the ice middle Part blowing a heavy gale Ship under short reefed top sails 15 Ships in Sight all blocked up in the ice latter Part wind and weather much the same
Lat by obs 70.22.1⁰
Long by Chron 164 52 10¹⁰

Remarks on board Bk *Eugenia* 1870

Tuesday Aug the 16

First Part of these 24 hours blowing a strong Gale from S'E and Pleasant Ship under close reefed top Sails on Diferant tacks trying to keep the Ship in clear water 17 Ships in sight middle and Latter Part Strong breezes and Pleasant the Watch Employed on Ships duty So Ends

Lat by obs 70.33N
Long by Chron 162.20W

Wed Aug the 17

First Part comes in with Strong breezes from N'E and Pleasant weather Steering by the wind on Diferant tacks in Search of whales middle and Latter Part thick fog and blowing a gale from S'E the Ship under close reefed top Sails cast the Lead got 16 fathoms water gray Sand So Ends these 24 hours

Lat by obs 70.26N
Long by Chron 162.32W

Thurs Aug the 18

First Part of these 24 hours light breezes from N'E and fine weather Steering by the wind on Diferant tacks in Search of whales 6 Ships in sight at 2 a m Saw the Land bearing E by N Dist 10 miles the Land was very low middle and Latter Part thick fog Spoke the Bk *Actaeon* Capt Blackmore nothing this Season 10 Ships in sight cast the Lead got 22 fathoms water

Lat by obs 70.25N
Long by Chron

Frid Aug the 19

First Part of these 24 hours blowing Strong from N'E Steering by the wind on Diferant tacks. Thick fog middle Part the same Latter Part wind S'E Steering Diferant courses to the S'E Sounder Every hour got from 24 fathoms to 21 fathoms Saw one Ship and Plenty of ice

Lat by obs 70.02N
Long no obs

Cruising in the Arctic Ocean 1870

Saturday Aug the 20

First Part Strong breezes from S E and thick fog Steering E N E at 2 a m left to on the Starboard tack with main topsail to the mast cut the lead got 15 fathoms middle Part thick fog latter Part clear weather the Land in Sight Saw Plenty of hokheads Landed for them but could not strike came on board and Steered to the N E along with the fleet of Ships at 4 P calm So Ends
Lat by obs 70.53.18
Long by Chron

Sunday Aug the 21

all there 24 hours Light breezes from N N E and Pleasant Saw hokheads Landed three boats could not get part came on board and worked the Ship to the north 22 Ships in Sight 4 of them got a whale and went to cutting the Land 10 miles distant Plenty of ice to contain with
No obs
No obs

Monday Aug the 22

all there 24 hours blowing Strong from N E and clear weather Steering by the wind on Liferant tacks working through the ice to the N E the in Sight First 10 miles cut the Land 20 fathoms Land and Small Stones 16 Ships in Sight all trying to work to the N E
No obs
No obs

Tuesday Aug the 23

First Part of there 24 hours Strong breezes from N E and Pleasant Weather Steering by the wind on Liferant tacks middle and latter Part blowing Strong with thick fog and rain Steering by the wind on Liferant tacks Saw five Ships whaling the Land in Sight distant 10 miles Luring from S to N E 13 Ships in Sight So Ends

Remarks on board Bk Eugenia

Wednesday Aug the 24

Bird part commences with strong breezes from N.E. and thick weather steering by the on Diferant tacks in search of whales 18 Ships in Sight Saw one cutting and one charging whales at Sun Set the Gunter Distant 15 miles neither can't latter Part Wind and weather much the same So Ends

Thursday Aug the 25

all there 24 hours strong breezes from N.E. and Pleasant weather Saw whales Toward three boats Hunt and killed one took the whale to the Ship commenced to eat at daylight finished

Lut by obs 71.45
Long by chron

Friday Aug the 26

all there 24 hours blowing strong breezes from the N.E. the Watch Employed in hoisting 34 Ships in Sight most of the day thick fog

Lut by obs
Long by chron

Saturday Aug the 27

all there 24 hours blowing strong from N.E. and thick weather steering by the wind on Diferant tacks in search of whales Saw one however no chance for him at 4 P.M. finished trying out the whales So Ends

Sunday Aug the 28

all this day blowing strong from N.E. and clear weather steering by the wind on Diferant tacks in search of whales all hands Employed Steaming Down Stowed it in the main hold 24 ships in Sight So Ends

Cruising in the Arctic Ocean 1876

Monday Aug the 29

all there 24 hours blowing strong breezes from N'E and Pleasant weather Steering by the wind on Diferant tacks in Search of whales Saw 20 heads Soward for them could not strike one the Land in sight Distant 10 miles 15 Ships in sight So Ends

Tuesday Aug the 30

all there 24 hours Strong breezes from N'E and Pleasant Saw Plenty of whales - but could not get part out Saw 10 came in board 12 Ships in sight 4 of them cutting the Land in sight Distant 12 miles So Ends

Wednesday Aug the 31

First Part of there 24 hours Strong breezes from N'E and thick weather Steering by the wind on Diferant tacks in Search of whales middle and latter Part thick fog

Thursday Sept the 1

First Part of there 24 hours Strong breezes from N'E and Pleasant weather Steering by the wind on Diferant tacks at 3 a m thick fog the watch Employed breaking out the after hole middle and latter Part thick fog the ice all round the Ship Saw two Ships cutting and heard one whale Spout but could not see him So Ends

Friday Sept the 2

First Part Light breezes from S.W and thick fog Steering by the wind working to the S.W middle Part the wind hauled out N'E Steered up to the S.W at 8 o'clock Saw three heads Soward one boat but could not get near them 24 ships in sight latter Part Part Strong breezes and thick fog So Ends

Remarks on board Bark *Engenia*

Saturday ~~Sept~~ the 3

First Part of these 24 hours strong breezes from N^E and thick weather Steering different courses in search of whales Saw beholders toward three boats but could not get past 34 Ships in and plenty of heavy ice middle Part thick fog latter Part Pleasant weather Saw one whale Toward for him but could not get past at 6 o'clock came on board So Ends

Sunday ~~Sept~~ the 4

First Part of these 24 hours strong breezes from N^E at 2 P^M Saw one whale Toward for him but Saw nothing more of the whale 30 Ships in sight Saw 4 cutting at 5³⁰ a.m. came in thick fog middle Part light winds with rain and fog latter Part fine weather Saw whales lowered three boats but could not strike one of them 30 Ships in sight and plenty of ice Saw three Ships cutting

Monday ~~Sept~~ the 5

First Part of these 24 hours light breezes from the N^E and thick weather Steering by the wind on different tracks in search of whales at 7 a.m. Saw two beholders toward two boats middle and latter Part thick fog So Ends

Tuesday ~~Sept~~ the 6

all this day light breezes and calms Saw a No of whales lowered but could not get past 34 Ships in sight So Ends

Wed any 7 all these 24 hours thick fog with light variable winds Steering off S.W. So Ends

Thurs ~~Sept~~ any the 8

all these 24 hours light breezes from N^E Saw a large whale Toward and got him So Ends

Cruising in the Arctic Ocean 1870

Friday Sept the 9

First Part of these 24 hours light breezes from N'E and Pleasant all hands Employed cutting at 5 a m finished middle Part the watch Employed clearing up Decks and cutting up the bone Latter Part Employed boiling middle and Latter Part blowing strong from N'E Steering Siferant courses in Search of Whales Saw none in of the whale hunt So Ends

Lat by obs 71.25.0

Long by Chron 156.17.11

Saturday Sept the 10

First Part of this Day blowing strong from the N'E Steering Siferant courses in Search of Whales the watch Employed in boiling middle and Latter Part wind and weather much the same Saw one hokena the Sun in Sight Dist 18 miles 10 Ships in Sight So Ends

Lat by obs 71.00.5

Long by Chron 157.49.11

Sunday Sept the 11

First Part of these 24 hours blowing a moderate Gale from ESE and clear weather Steering Siferant courses in Search of Whales the watch Employed in boiling at 3 a m finished middle and Latter Part blowing heavy So Ends

Lat by obs 75.44.0

Long by Chron 159.14.11

Monday Sept the 12

First Part of these 24 hours blowing strong from E N'E and Pleasant all hands Employed in Stowing down oil in main hole middle and Latter Part on Siferant tracks in Search of Whales the Sun in Sight Distance 12 miles 10 Ships in Sight one cutting So Ends

Lat by obs

Long by Chron

Remarks on board Bk *Eugenie* 1870

Tuesday Sept the 13

First Part of there 24 hours blowing strong from East E. Steering different courses to the SW in company with Bk *Cons Barnes* of New London middle Part wind and weather much the same at 8 o'clock Left to on the Port tack under Short Sail at 12 o'clock wore Ship at daylight keel off W'SW the watch Employed in breaking out after hole *Cons Barnes* in sight So Ends

Lat 40 1/2
Long 73 Chron

Wed Sept the 14

First Part of there 24 hours blowing strong from N'W'W and thick weather Steering N' by S in company with the *Cons Barnes* at 6 a.m spoke her at Sun set Left to on the Port tack with main top sail to the mast at 12 o'clock wore Ship thick snow storm latter Part could catch Sun whales could throw boards toward these boats but could not get near them

Lat 40 1/2
Long 73 Chron

Thursday Sept the 15

First Part commences with light breezes from SW and thick weather Steering W'N'W in company with the *Cons Barnes* middle Part thick fog latter Part blowing a gale from W'SW going to under close reef main topsail

Lat 40 1/2
Long 73

Friday Sept 16

all there 24 hours blowing a gale from N'E and clear weather Steering by the wind on different tacks in search of whales the *Cons Barnes* in sight the watch Employed on various jobs on Ships duty So Ends

Cruising in the Arctic Ocean 1880

Saturday Sept the 17
all there 24 hours light breezes from S.W.
and Pleasant Steering Diferant courses in
Search of whales at 12 o'clock Saw heads
Toward for them but could not strike at
Sun set came on board could see nothing
Lat 64° 38' 30" N
Long 13° 40' 00" W

Sunday Sept the 18
all there 24 hours light breezes from E. & E
and Pleasant Saw Whales Toward for them
Struck one and killed him and took the
whale to the Ship all hands Employed in
cutting at Daylight finished commencing
to light the watch Employed in boiling So Ends

Monday Sept 19
all there 24 hours Strong breezes from N. & E and
thick weather Steering by the wind on Diferant
tracks in Search of whales the watch Employed
in boiling Saw nothing Still in company
with the Acos Barnes

Tuesday Sept the 20
all this day blowing Strong from N. & E Steering
Diferant courses in Search of whales Saw nothing
So Ends the watch Employed in boiling at
8 a m finished and commenced to Steer
Down at one P m finished Still in company
with the Acos Barnes So Ends

Wed. Sept the 21
all there 24 hours Strong breezes from N. & E and
thick weather Steering by the wind on Diferant
tracks in Search of whales Saw nothing with
remarks the watch Employed on ships duty
So Ends
At 6 o'clock
At 6 o'clock

Remarks on board Bk Egerico

Thursday Septth 22

First Part of these 24 hours Strong breezes from the N^E and Pleasant Steering by the wind on Diferant tacks in Search of Whales middle Part thick with much Snow latter Part fine weather the four Boats in Sight So Ends

Friday Septth 23

First Part commences with Strong breezes from E to S^W and thick weather Steering Diferant courses in Search of Whales middle and latter Part Pleasant weather Saw nothing of the Whales kind the watch Employed on Ships duty So ends

Saturday Sept 24

all these 24 hours Strong breezes from N^E and Pleasant at 2 P. m. Saw a whale towards these boats for him in company with the acubanes. the acubanes hunt struck the whale and got him So Ends

Sunday Sept 25

all these 24 hours blowing Strong from the N^E Steering Diferant courses in Search of Whales the Watch Employed on Ships duty Still in company with the four Boats Saw nothing So Ends

Monday Sept 26

all these 24 hours Strong breezes from N^E and thick weather Steering to the W^NW in Search of Whales Saw nothing but one Ship So Ends

Tues Septth 27

all these 24 hours Light breezes from E^NE and thick weather Steering W^NW at 2 P. m. Saw one Ship cutting at 4 o'clock Saw one broken Toward these boats but could not get part at Saw set came on board 3 Ships in Sight all cutting or boiling So Ends

Cruising off Herald Is Lund 1870

Wed. Septth 28

First Part of this day Strong breezes from E & E and Stearant Steering by the wind on Different tacks middle Part the same latter Part saw boheads toward for them but could not strike & ships in sight Herald island bearing W by S Dist 15 miles Plenty of whales and very shy broke them all ways but could not strike one

Thurs Septth 29

First Part Strong breezes from E & E and fine weather Herald is Lund bearing W by W Dist 12 miles Plenty of boheads chased untill night and came on board middle Part Light variable winds Ship on Different tacks & Ships in St

Middle and latter parts Moderate breezes from the South & cloudy weather. Ship on Different tacks. Saw Boheads to windward did not lower for them & Ships in sight some whaling & some cutting at 4 A.M. spoke the Ship "Meringo," Little with 8 whales & 3 men off Lady Sick.

Lat & Long (20 miles)
Herald Is. bearing W.S.W. Dist

Sept 30th Friday

Commences with fresh breezes from the S.W. & overcast weather. Ship by the wind on the Southern tack saw Boheads. lower'd for them but did ^{not} strike on account of bad management of my Mate, the Cook, as I find has been the case many things before. & Ships in sight some boiling some cutting & some whaling & at night shortened sail heading N by W. Herald Is. bearing W.S.W. Dist 20 miles Middle part much the same Ship on Different tacks under short sail at 4 A.M. came up with the Ice & wore ship. Latter part a thick fog & light rain from the Northward. Saw boheads but did not lower for them on account of the fog &

Lat & Long

Herald Island bearing S.W. Dist 20 miles

Vegetation 2 1/2 points Easterly

Vegetation 2 1/2 points Easterly
3 men off Lady Sick &c

Remarks on board Bark "Eugenia"

Saturday October 1st 1890

(3 Men of Duty Sick)

Latitude 28 degs East Long

Commences with very light breezes from the North & weather some foggy. Saw boatheads & lowered for them, but gave up the chase on account of the fog. 6 Ships Herald I, and the Ice in sight at times when the lifted at 6 P. M. Spoke the Bark Acory Barney. She took a whale yesterday making 5 to the "Eugenia" one since we have been in sight of each other. Middle light air from the Eastward. Ship lay on the Southern tack with the Fore top sail to the mast. Latter part strong wind from E. S. E. attended with snow squalls. Ship under all sail heading South the "Acory Barney" in sight. "Western" & the land at times but no whales. The watch crew doing nothing as usual &c

at 2 P. M. Lat & Long of Herald Island Bearing N. Dist 20 Miles

Sunday Oct 2nd

Latitude 28 degs E.

Continues strong wind with snow squalls from E. S. E. at 2 P. M. took in the light sails & wore ship to the N. E. the Bk "Acory Barney" in sight &c Middle part much the same. Ship on different tacks under short sail. Latter part weather more moderate & mild. at 10 A. M. Spoke the Concorda Jones. Blubber leg'd, in ward of Cook supplied him with them. at 11 A. M. raised boatheads & lowered for them. (So on &c)

Lat & Long. Herald Isd Bearing W. N. W. for Compass Dist 20 miles

Monday Oct 3rd

Commences with pleasant weather wind Easterly Boat all off chasing whales. at 4 P. M. Struck one at & took him along side. got Supper & Comd cutting at 8 P. M. Mid part weather much the same at 2 A. M. finished cutting & set the watch the Concorda in sight & the Island. Latter part weather overcast & the wind strong from the Eastward. Ship heading to the S. E. looking after boatheads but saw none 3 Ships in sight &c the watch crew cutting & the blubber & clearing the decks for boiling &c

Herald Island Bearing about W. S. W. Dist 20 miles

Now in the Arctic Ocean, October 1890
Tuesday Oct 4th 1890

Commenced with strong winds from the N.E. with overcast weather & some thick at 1 P.M. raised bunt heads & at 3 lowered for them & struck killece & took him to the ship at 4 P.M. it being very rugged had a bad time fluking of him the cutting stage gave way & 3 men fell over board however got him fluked, wore ship to the Eastward. got supper & commenced cutting. Middle & latter parts blowing very strong from N.W.E. at day light forced Herald Island right under our lee not more than 5 or 6 miles distant was obliged to lash down. Make sail & run to leeward & then took in all sail & went to work cutting again & at noon day just made out to saw his head. (It being so very rugged we barely saw it for the head skin & blanketing piece both torn) lashed down & got Breakfast & dinner &c so ended

Herald I. about 8 miles, Dist bearing N.W. 1/2 W.

Went Oct 5th

Commenced with a moderate gale of wind from the North weather some thick with squalls of snow all hands engaged cutting at 4 P.M. finished & saved him all & there is blubber enough to make 100 lbs sett the fore S.M. stay sail. fore S sail the speaker & reef'd spanker. Middle & latter parts a heavy gale of snow. at 9 a.m. set a close reef'd the top sail, but was obliged to go & ring it. Ship lay up N.E. & of E. by S. all hands engaged making things secure & clearing away the head & putting the bone below &c nothing in sight weather rather thick ship labouring very heavy. Hove heavy & very bad sea running & every thing pitching up & down. Dist near Long

Herald I. by and bears about N.E. W. Dist 55 miles.

Chung Oct 6th

Continued a very heavy gale from N.W. & had sea running ship under the same sail as yesterday. lay up N.E. & of E. Middle & latter parts very much the same. at 7 a.m. set the weather clew of the the top sail but it blows very heavy & it is very rugged. The ship labouring very heavy. at 10 a.m. we under took to close reef the top sail. so as to have it ready in case of need. but could not do it on account of it blowing so heavy & so very cold. I went aloft myself but was obliged to quit it to save it. the watch engaged beating the ice off of the rigging & bow of the ship &c.

Remarks on Board Bark "Eugenia"

Wednesday October 7th 1870

Continues a heavy gale of wind from N. N. W. to N. W. & heavy sea running and very cold every thing froze up Ship on the Eastern tack lay up N. E. by N. off to E. N. E. & labouring heavy every thing loaded with ice. Ship under a close reef No. 1. Sail & stay-sails some of a number of times & got from 25 to 30 fathoms water. one sail in sight under short sail on the Eastern tack. Middle part the same. Latter part & little more moderate set a close reef on No. 1. Sail & Jib & Stowed E. N. E. per Compass ^{wind N. W.} the watch ens clearing the decks & rigging of Ice &c.

Lat by act 69° 13' N.

Long do 113° 28' W.

Thursday Oct 8th

Continues about the same at 5 P. M. weather some thick took in the No. 1. Sail & Jib & luff'd the Ship to the wind heading N. E. wind N. N. W. one sail in sight & a number of the Men's hands & feet are frost bitten are obliged to keep a fire in the Galley all night in order to dry their clothes, every thing is froze up the water freezes as fast as it strikes the Ship &c.

Middle part wind increases to a heavy gale from N. N. W. Latter part the gale still increases & blows fearfully. weather thick with snow & squally every thing frozen up & covered with Ice. Ship labouring heavy under a close reef'd No. 1. Sail & stay-sails, lay-up N. E. off E. N. E. with the blubber of 2 whales in the blubber room. kept a fire in the Galley all last night to dry the Men's clothes &c. Lat by Obs 68° 28' N.

(Cape George Bearing S. 25 M. Dist by Compass) Long by Chron 111° 52' W.

Friday Oct 9th

It still continues to blow a very heavy gale from N. N. W. & heavy sea running. Ship under short sail heading to the N. E. & labouring heavy &c. Middle & Latter the gale still continues with all its fury. one Bark in sight on the Western tack. at 12 Noon day rose Ship to be N. N. W. weather thick with snow & squally. So, and 10 men of duty some frost bitten & some with the belly-ache & sickness in their rigging &c. cast the lead a number of times & got 30 fathoms No Obs this day

6 Men of duty with different complaints.

Temperature 2 1/4 points Eastward.

Temperature 2 1/4 points E.

Now in the Arctic (con. October 1870)

Monday Oct 10th. Still continues to blow a heavy gale of wind from N. N. E. & very cold with a plenty of snow & ice. Ship under short sail lay up N. W. by W. off N. E. & W. I am afraid the ice will all run out of our clutches before we have an opportunity to boil them. Middle and Latter parts the same. at midnight we ship to the N. E. blowing heavy & 8 or 10 of the crew of duty some frost bitten, some with rheumatism & others with different complaints. weather thick & smoky &c. No Oil this day.

Tuesday Oct 11th

A little more moderate set a close reef of S. Sail. Jib & Spanker and wore ship to the Westward at 5 P. M. wind increased to a heavy gale. took in Jib, Spanker & 4th S. Sail and wore ship to the Eastward Lay up N. E. off E. N. E. blowing heavy. Middle & Latter parts very much the same. weather thick with snow & very cold. at 10 A. M. a little more moderate set a close reef of S. Sail. one sail in sight at times. Under short sail on the Eastern tack &c. 8 Men of duty with different complaints. Lat $66^{\circ} 49' N$. Long $110^{\circ} 30' W$.

Wednesday Oct 12th

Still continues a gale of wind from the North round weather cold & smoky. Ship under two close reef top sails. Lay up N. E. by E. off E. by N. by Compass at 4 P. M. Lay up N. N. E. off N. E. one sail in sight at times on the North-Eastern tack &c. Middle part more moderate. Latter part at 6 A. M. Made sail & kept the ship of south for the Straits. weather thick with snow & squally. the watch kept on fire keeping the ship from the ice that has made on her during the gale &c. 8 Men of duty with different complaints some frost bitten & some with felling & Boils. others with rheumatism &c. &c. only Lat by a flying log $66^{\circ} 34' N$.

variation 24 points Eastward. March

Remarks on Board Boat "Eugenie"

Thursday October 13th 1840

Comences with moderate breezes from the North
ward weather thick & squally with snow. Ship under
all sail steering to the South for Behring Straits
at 6 P. M. Tack took in sail & lay by for the night
on different tacks. Sounded at different times &
got from 18 to 28 fathoms water. Mid part
some squally. Latter part moderate breezes from
the Westward. weather rather thick. at day light 6
A. M. Made all sail & steered S. by W. for the Straits
at 9 A. M. Made East Cape Bearing S. W. dist 20 M
at 10 Made the Horned Bearing S. by E. dist 25 M.
all for Compass. wind very light & all hands up
Braking out for Water & Provision & Sick bottles
rather improving (S. end) variation 22 points Easterly

Friday Oct 14th

Continues very light winds from W. S. W. weather
over cast with heavy black clouds cannot see
far. Ship by the wind under all sail heading
S. and S. by W. for Compass. at Night a dead calm
E. Cape Bearing W. dist 12 Miles & Horned S. E. by S.
dist 10 Miles. Middle part remains calm. Ship
round & round drifting to the North. in the Morning
6 A. M. Day light. E Cape Bore W. by S. Horned S. S. E. &
Latter part remains calm (S. end)

Saturday Oct 15th

Comences with light breezes from the North. Ship
under all sail heading for the Straits & Mid
part the wind freshens to a strong breeze
at 12 Midnight the Horned Bore E. N. E. for
Compass. dist 8 Miles. the wind freshening and
weather thickening. Shaped my course through
the Straits West passage. Latter part a strong
gale & thick snow storm. Ship under close
reef top sails & fore sail steering S. S. W. for
Compass. nothing in sight. weather thick with
snow & blowing heavy from the North. (S. end)
& Men of duty with different complaints &
variation 2 points nearly Easterly

Bound to the Sandwich Islands Octobr 1890

Sunday October 16th 1890

Commences with a gale of wind from the North & a thick snow storm ship under close reef top sails steering S.W. by S. at 2 P.M. hauld her up S.W. by compass at 4 P.M. it stopd snowing & a 5' it lighted up. Made Plover Bay bluffs bearing V.W. by S. 20 Miles, reef'd the fore sail & steered S.S.W. Middle part more moderate turned one reef out of the main top sail & fore sail. Latter part still continues to moderate S.W. whole top sails & fore weather cold black & heavy (so ends) crew growing some better

variation 12 points Eastward

Lat by Obs 61.32 N.

Long by 199.09 W.

Monday Oct 17th

Commences with fresh breeze from the North & heavy, cold, cloudy weather. Ship under all sail course S.W. by S. by compass. I hope I shall be able to see the sun once more before long and get an observation, for I have not been able to, for 4 weeks or more middle part more moderate. Latter part nearly calm & cloudy weather at 5 A.M. started the work. (so ends)

Lat by a good Ob the first one for 4 weeks 60.03 N.

variation 1 point Eastward

Long by Obs 168.16 W.

Tuesday Oct 18th

Comm. with a light breeze from the Northward and cloudy weather. Ship under all sail steering S.W. by compass. all hands emp^d Boiling & making arrangements for stowing down in case of bad weather coming on. Middle & Latter parts wind much the same weather some thick with snow. Ship under easy sail course S.W. by W. by compass. all hands emp^d Boiling & stowing down oil. all on deck but one man laid up with Boils on his hand &c

Lat by Obs 58.10 N.

Long by chron 179.38 E.

Wednesday Oct 20th Here I change my day being in East Longitude. Continues light breeze N.N.W. Ship under easy sail course S.W. by W. by compass. weather cloudy in middle part nearly calm. Latter part strong breezes & hazy weather from S.E. by S. hauld the fore top sail & fore sail steering S.W. by compass all hands emp^d Boiling & stowing down. (so ends) Lat by Obs 58.56 N.

Long by 179.50 E.

variation 1 point Eastward
S. times down 50 W. by this day

1870 Remarks on Board Bark "Eugenia"

Friday October 21st

Pres at 11 P.M. & E.

Commenced with a gale of wind from S.E. & cloudy weather. Ship hove to, under a close reef M. S. Sail & stay sails heading S.S.W. comp. Boiling at 4 P.M. cooled down on account of it being so rugged. the gale increasing. made ^{made} ^{each side of the} every thing snug for the night. 25 Bbls Oil on deck put on preventer lashings. at 6 P.M. took in the M. S. Sail & Goos winged the M. S. Sail. It is blowing very heavy with a very large sea running & the ship laboring very heavy with the Oil on deck. Middle part the same. Blowing fearfully with rain. Latter part more moderate set the weather clear of the M. S. Sail. wind south ship on the Western tack, all hands emp. Storing down our Oil to ease the ship. (So much) weather partially clear &c.

Lat by Obs 59.26 N.

Long by Chron 178.11 E.

Saturday Oct 22^d

It continues a moderate gale from the South with a large sea running. Ship on the Western tack under a close reef M. S. Sail & stay sails, all hands emp. Storing down & at 4 P.M. finished. weather rather more moderate but a very large sea running. Set a close reef M. S. Sail & reef M. Sail. Lay-up S.W. by W. 2 W. for Compass. Middle part strong breeze & squally handed the M. Sail. Latter part more moderate set the M. Sail again, but a very heavy swell running ship heading W. S. W. (So much)

Lat by Obs 59.39 N.

Long by Chron 178.51 E.

Sunday Oct 23^d

Continues the same. wind South. Ship on the Western tack &c (2 Tongues & 4 Laps in the boiler room to be boiled if the weather ever comes suitable to do it) Middle part nearly calm. Latter part light breeze from N.E. Ship under all sail Course S.S.W. for Compass. at day light started the works &c

all hands emp. Boiling & Storing down

Lat by Obs 59.18 N.

Long by Chron 174.43 E.

all on duty

Pres at 1 P.M. & E.

Bound to the Sandwich Islands 1870

Monday Oct 24th 1870

Commence with fresh breezes from the N.E. and pleasant weather. Ship under all Sail Course S. by N. & N. in Compass, all hands emp. Working & stowing down. Middle part much the same. Latter part wind N. N. Ship under all Sail Course S. by N. in Compass. this A. M. finish'd stowing, finish'd working at 9 P. M. weather pleasant, all on duty. (So ends)

Lat by Obs 56° 48' N.

Long by Chron 172° 10' E.

Tuesday Oct 25th

Continues strong breezes from N. N. & pleasant weather Ship under all Sail Course S. S. W. in Compass Middle part wind hauled to the West. Latter part wind veered to the South & commenced to blow strong with rain. at 1 A. M. wear ship to the Westward & shortened sail to close reef Top Sails, all hands emp. working out for Beef &c. (So ends)

Lat by Obs 53° 10' N.

Long by Chron 170° 48' E.

Wednesday Oct 26th

Continues much the same. at 2 P. M. Moderate & calm. Snowing since veered back to N. N. W. & comm. blowing strong. wear ship & steered S. by N. in Compass & set double reef M. S. Sail & S. Sail blowing strong with a heavy head beat sea &c. Middle part Moderate breezes from the N. N. & ship under all sail at 6 A. M. calm for 3 hours. Latter part fresh breezes from S. S. E. ship heading S. N. weather cloudy &c.

No Obs. Lat by Obs 53° 10' N.

Long by Chron 169° 20' E.

Thursday Oct 27th

Continues with strong breezes from the S. E. & cloudy misty weather. Ship by the wind under double reef Top Sails & Course heading S. N. by S. in Compass Middle part a heavy gale of wind from S. S. E. took in sail to a close reef'd the J. Sail & stay Sails, at 6 A. M. wind veered to S. S. N. wear ship by N. S. E. by S. off S. E. by E. Latter part. Blowing fearfully in Squalls. (So ends)

Lat by Obs 52° 49' N.

Long by Chron 169° 10' E.

Barometer 3/4 point East.

1840 Remarks on Board Bark "Eugenia"

Friday October 28th

Commences with a very heavy gale of wind from S.W. & a very large sea running Ship Under a close reef'd No. 1. Sail & Storm Sails, lay up S. S. E. &c. Laboring very heavy. Middle part a little more moderate both close reef'd Top Sails & reef'd courses. Ship lay up S. E. &c. Latter part the gale still continues with very heavy squalls of wind & snow from N. S. W. Ship Under close reef Sails & reef courses steering S. E. & S. S. E. (So ends)

variation $\frac{3}{4}$ point Easterly.

Lat $40^{\circ} 51' 40''$ N.

Long $110^{\circ} 30''$ E.

Saturday Oct 29th

The gale still continues & very heavy in squalls & large sea running. Ship Under close reef S. Sails & reef'd courses. steering S. S. E. by Compass. Middle part a little more moderate turned one reef out of the No. 1. Sail & set the jib at 3 a. M. wind bore to the South, & increased to a heavy gale at 6 o'clock all sails but a close reef'd No. 1. Sail & stay Sails — wore Ship to the Westward Lay up N. S. W. off W. S. W. Latter part a heavy gale, with black thick weather

Lat by acct $50^{\circ} 37''$ N.

Long $111^{\circ} 25''$ E.

Sunday Oct 30th

Continues a very heavy gale from the South Ship Under short sail on the Western tack &c. Middle part very moderate (the same), at 6 a. M. wind bore to N. S. W. & moderate was Ship to the South & set a close reef J. 1. Sail & fore sail. Latter part continuing to moderate made sail accordingly & steered S. S. E. a very heavy sea running at 12 noon day had the Ship Under all sail. (So ends) Sun Obscure'd all on duty except the old Nigger that I shipped for Cook at Waikoo. for not doing his duty as Cook I put him before the Mast. some 3 months ago — he has complained of being sick ever since.

Lat by acct $50^{\circ} 10''$ N.

Long $111^{\circ} 45''$ E.

variation $\frac{3}{4}$ point Easterly

Bound to the Sandwich Islands 1840

Monday October 31st

Commences with light breeze from S.W. & a large sea coming weather looks bad ship under all sail heading S. S. E. by Compass Middle & Latter parts Moderate breezes from the Westance pleasant weather. (So on &c)

Lat $48^{\circ} 03' N$,

Long by chron $172^{\circ} 45' E$.

Tuesday November 1st

Commences with calm & pleasant weather and a large swell on. This P. M. I discovered the Stewer & pin gon out of the Cat-head but are bound there by the Negligence of My Mate, like a great many other things about the ship to numerous to mention Stays, & ropes chafed off, things broken to pieces & lost, all through his carelessness & the want of care &c I must here say that he ~~is~~ ^{is} knowing the least & has the least care about him of any Mate I ever saw &c. This A. M. I discovered My Iron line in the Gut nearly all spoiled & by getting wet with oil & Gally in the Blubber-room, by being put down there by My Mate without any damage under them, 1200 fathoms spoiled for Iron lines, all through the Negligence of My Mate, Mr Cook, Middle & Latter parts and light breeze from W. to S.W. (So on &c)

Lat by Chron $46^{\circ} 58' N$,

Long by chron $172^{\circ} 28' E$.

Wed Nov 2nd

Commences with fresh breezes & some squally - breeze from S. to S.W. ship under all powder & sail on the Eastern tack, Middle & Latter parts Moderate breezes breeze from West to S.W. weather some thick & small rain. 3 men of Duty with Bails & fellows, the rest on in Ship's Duty &c ship under all drawing Sails Course S. S. E. by Compass.

Variation $\frac{3}{4}$ point E nearly.

Lat by Chron $45^{\circ} 01' N$,

Long by $173^{\circ} 18' E$.

1370 Remarks on Board Bk "Eugenia" Thursday November 3^d

The Sun Obscured.

Commenced with moderate breezes from N.W. weather some thick, Ship Under all drawing - Sail. Course S. S. E. by S. for Compass, middle & latter part fresh breezes from the N.W. bearing to the Eastward Ship Under all prudent Sail Course S. E. by S. for Compass this P. M. Called all hands ~~up~~ Aboard to see if there were any that thought that the Niger Cook I put forward for not doing his duty as Cook, who has feigned sick all of the season whether they thought him sick or not & there was not one that thought him sick, therefore I put him to duty. ^{30 only} 3 Men of duty with fellows & Boiles &c.

Latitude 3 1/2 point E. Lat by alt 42.33 N.
 Long do 174.44 E.

Friday Nov^r 4th

all on duty but one man that scalded his foot with a bucket of hot coffee

Contd with strong wind from E. N. E. and cloudy weather, Ship Under double reef top sails & Courses. Steering S. E. by S. & Middle part wind being Ship on the Southern tack, at 4 a m. More ship weather moderating made all sail lay up East. Latter part light breeze from S. S. E. weather pleasant & warm Ship Under all sail heading E. & E. by S. the watch emp^d on various jobs, cleaning up & drying lines &c. Latitude 1 point N. by E.

Lat by alt 40.45 N.
 Long by chron 175.42 E.

Saturday Nov^r 5th

Commences with light breezes from S. S. E. & pleasant weather, Ship Under all sail by the wind lay up East &c. Middle part Much the same weather part strong breezes from S. S. E. some thick weather Ship Under all sail lay up E. by N. & E. by N. the watch emp^d washing the Boat &c. Sun Obscured

Lat by alt 41.01 N.
 Long do 178.15 E.

Bound to the Sandwich Islands 1810

Sunday November 5th

Commence with strong breezes from S. S. E. and thick weather (foggy) Ship under all sail lay up E. by N. for Cape Middle & latter part the same Variation 1 1/4 points Eastward.

Lat by Obs 41.15 N.

Long by chron 178.41 W.

Sunday Nov^r 5th

Commence with strong breezes from S. E. by S. weather some foggy. Ship under all sail lay up E. by N. & N. this day I change my time to West Longitude and call the day Sunday November 5th instead of the 7 as if it was E Longitude &c. middle part a gale of wind from the South with thick rainy weather but the ship under close reef top sails & fore sail and steered E. by N. for Compass. Latter part wind moderated & veered around the Western board to the North. weather continues thick & rainy. Ship under all sail & 2 Men of Duty with one scalded. ^{other} has a feller &c. The Sun Obscure Lat by obs 41.18 N. Long. by 175.23 W.

Monday Nov^r 6th

Continues thick & rainy weather with fresh breezes from N. N. E. Ship under all sail heading E. by N. & E. & N. Middle part much the same Latter part wind E. N. E. weather partially clear Ship by the wind lay up S. E. (sandy)

Lat by Obs 40.04 N.

Long by chron 172.03 W.

Tuesday Nov^r 8th

Cont^d with fresh breezes from E. N. E. & cloudy weather. Ship by the wind lay up S. E. by E. &c. Middle part minor veered to S. S. E. & bore strong double reef the S. Sails & reef'd the courses were ship & steered E. by N. N. as a course for Compass. Latter part strong breezes from S. N. weather some thick made all sail. &c. only 2 Men of Duty with 3 or 4 fingers & scalded. foot &c.

Lat by Obs 39.31 N.

Long by chron 170.20 W.

This day had a fresh gale of fresh all evening & night my Mr. & Mrs. & child & child

Variation 1 1/4 points Eastward

1840 Remarks on Board Bark "Eugenia"

Wednesday November 8th

one man off
of duty with
a better one
for forenoon

Commenced with fresh breezes from the South
weather some thick. Ship Under all Sail Course
E. by N. 2 N. for Compass. E. Middle part wind N.
S. W. Latter part wind N. W. weather the same
the watch am^{ts} clearing out the between decks
variation about 1 1/2 points Eastward Lat by act 39. 13 N.
Long by 166. 39 W.

Thursday Nov^r 10th

Continues strong breezes from N. W. weather
cloudy. Ship Under all Sail Course E. by N. 2 N.
for Compass. Middle & Latter parts wind from
West to N. N. W. and pleasant weather. The
watch am^{ts} overhauling the ^{ship} rigging & cleysing
the same. found it very much injured for
the want of a little care. the stopper to the
cutting falls could not be found (so ends)

Lat by Obs 39. 14 N.
Long by chron 162. 09 W.

Friday Nov^r 11th

Cont^d with moderate breezes & fine weather
from W. N. W. Ship Under all Sail
Course East for Compass. at 4 P. M. the
wind veered to the N. E. Easterly Ship on
the Southern tack. Middle part the wind
veered very suddenly to the South more
Ship & headed E. with a strong breeze & all
Sail set & Latter part a moderate gale
of rain & thick weather. Steering E. Under a
close reef M. Top Sail & Fore Sail. No Obs.

Lat by act 39. 00 N.
Long by act 165. 00 W.

Saturday Nov^r 12th

one man off
duty with
some forenoon
the better one

Commenced with a brisk gale of wind
from S. S. W. & heavy rain in squalls. Middle
part wind veered to the West & Muscled
a little Made Sail accordingly Lat
er part. More moderate still. Course steered
from E. by S. to S. E. by E. 2 E. for Compass. weather cloudy

All hands emp washing Ship Lat by act 37. 21 N.
Long by 158. 30 W.

Remarks on board Bark "Eugenia" 1850
Sunday November 13th

Commence with a strong breeze from the Westward
& a large sea running. Ship Under all prudent Sail Course
S. E. by E. 2 E. by Compass. Middle & Latter parts some squally
Ship Under all prudent Sail. Course S. E. by S. 2 S. by S. on Compass
Variation 1 1/4 points Eastward. Lat by Obs 34° 01' N.
Long by Chron 154° 53' W.

Monday Nov^r 14th

Continues strong breeze & some squally from the N. E.
Ship Under all driving Sail. Course S. by E 2 E. by
Compass. Middle & Latter parts light breezes from
the Westward & clear weather & a very large sea
running. Ship Under all Sail Course S. by E. &c
all well, and all hands emp. Scraping & washing
bone &c (So on &c) Lat by Obs 31° 28' N.
Long by Chron 155° 02' W.

Tuesday Nov^r 15th

Cont. with light breeze & clear weather with
a heavy swell running from the Westward Ship
Under all Sail Course S. by E. by Compass at 3.
P. M. Put Mr Mate of Duty & sent him to his
stateroom for not Obaying my orders.
Insolent language & Clinchings of me &c He
is & has been very wasteful of the Ships
property. lets every thing chafe & go to ruin &c
Middle & Latter parts light breezes from S. S. W.
to S. W. & pleasant weather Ship Under easy Sail
on the S. Eastern tack. all hands emp. Scraping
bone, at 9 A. M. let Mr Mate go to duty again
as I am not well & I have no other Officer that
is any better &c Lat by Obs 29° 39' N.
Long by Chron 154° 21' W.

Wednesday Nov^r 16th

Continues a breeze the same as the latter part of
yesterday Middle & Latter parts light breezes from
the S. W. & pleasant weather Ship by the wind on
the Southern tack all hands emp. washing bone
So on &c Lat by Obs 27° 50' N.
Long by Chron 153° 12' W.

1840 Remarks on Board Bark "Eugenie"

Thursday November 18th

Velocity 14 knots
Barometer

Commence with light breezes and pleasant weather from N. S. W. Ship under all sail Course S. by W. by Compass all hands emp. washing Ship out side &c. middle part calm. Latter part very light breezes from S. E. & a very heavy swell running. weather a little inclined to be squally. Ship under all sail heading S. S. W. (So ends)

Lat by Obs 29.15 N.

Long by act 154.16 W.

Friday November 18th

Commence with cloudy weather & light breezes from the Eastward & a large swell running. Ship under all sail Course South by Compass. Middle part strong breezes from the South & very squally & very heavy rain. Ship under short sail on different tacks. Latter part fresh breezes from the West & a large swell Ship under all prudent sail Course South by Compass. (So ends)

Lat by Obs 26.19 N.

Long by chron 153.56 W.

Saturday November 19th

Commence with strong breezes from the N. W. & a very large swell running Ship under all prudent sail Course S. by W. by Compass weather overcast & looking very squally &c.

Middle & Latter parts much the same wind North. Course S. by W. the watch emp. on various jobs about the Ship one sail in sight ahead (So ends)

Lat by Obs 24.15 N.

Long by chron 154.35 W.

Sunday November 20th

Continues fresh breezes & overcast weather from the North Ship under all drawing sails Course S. by W. by Compass. Middle part strong breezes from the S. by S. by Compass weather pleasant. Latter part light breezes from N. N. E. Course S. by W. by Compass all sail. all hands emp. trying to dry some but the weather is a little squally. one sail in sight ahead (So ends)

Lat by Obs 22.22 N.

Long by chron 155.14 W.

all well &c.

1890 Remarks on Board Bark Eugenia bound to the S. Islands
Monday Nov^r 21st

Commences with light breeze from the N.E. & weather some
squally Ship under all sail Course S. by W. by compass, at 6 P.M.
Molokai Island the West end bore S. S. W. true Dist 45 Miles by
my Chronometer which I have had no means of testing
her correctness; since before I went into the Arctic Ocean
the Sun & Moon have been obscured all the passage down
so that I have had no opportunity to take Lunar Obs.
Madele part & latter wind much the same weather pleasant at
1 A.M. Made Molokai bright ahead 10 Miles Dist. Hove too
for 3 hours then squared the yard & steered West for Waukeo
one ship in sight and 11 A.M. Made the Island of Waukeo
(all hands emp. Bending cable & Drying Rigging & Sails) No Obs. &c.

Tuesday Nov^r 22nd

Commences with light breeze from N.E. Ship under all sail
steering for Waukeo, weather pleasant, one ship in sight a
stern & a number of small craft, at Dark 6 P.M. Landed
head to N.W. by & Dist 3 Miles. Shortened Sail & shifted
to the wind with the head yards aback heading E. &c.

Remarks on Board Bark Eugenia

of ship before DB Age Master

Monday Dec ¹⁹ ~~20~~ 1870 Comes in with
fine weather Ship lying at anchor in
Honolulu Harbor men employed in
getting ready for Sea some 9 off the
old crew left on board

Tuesday the ²⁰ ~~21~~ 4 Ship at anchor
weather the same employed in fitting
water

Wednesday ²¹ ~~22~~ the Ship at anchor
weather good employed in getting ship
rigging and getting ready to go to Sea
to mizen middle and latter part the same

Thursday the ²² ~~23~~ Comes in with light breeze
from NE employed as the day before middle
part the same latter employed in getting
the anchors and hauling the ship to the
wharf ready to make sail at 10 AM
the crew commenced to come on board

Friday the ²³ ~~24~~ the Comes in with light
breeze from NE Ship Stern to the wharf
ready for Sea at 2 30 on masts the crew
all on board made sail and sailed out
at 3 PM the Pilot left braced for avari in
stormed the anchors and made Smug for
Sea heading SE by the wind 33 on board
with ^{out} the latter middle and latter part ship
by the wind under short sail

Saturday the ²⁴ ~~25~~ the light breeze from
NE Ship lying off an on Honolulu
under short sail employed in heming
sails middle and latter the weather the
same

Sea Breeze

Great Windy weather

Remarks on Board Bark *Eugenia*
Sunday Dec the 20th 1870

Comes in with fresh breeze from
N^W Ship byings off an on the maululu
employed in Ship's duty and getting the boats
ready for whales at 3 P M Ship down to the
Bauery at 5 The Capt came on Board
main all sail and steered $N^{\circ} 8^{\circ} W$
by compass To clear Barbours point middle
part wind light latter the same the
land in sight Lat at 21st 37
Long at 24nd 54 30

Monday the 21st comes in with fresh
breeze from the E by S Ship by the
wind to N^W at 6 P M Stronger
took in the light sails middle part
the same latter part the light employed
in coiling new ten lines Ship by the wind
heading N^W

Tuesday the 22nd comes in with light
breeze from E by S employed coiling
lines and the jabs at 3 P M and whale
to the windward yarding part and went out
of sight middle and latter part light and pleasant
latter part employed in breaking out
provisions Ship by the wind heading
N^W by compass Lat 24th 05 Long 156th 45

Wednesday the 23rd comes in with light
breeze from E by S Ship by the wind
To N^W by compass middle and latter
match the same Ship by the wind
To N^W employed in repairing
the rigging

of Men Boarded D B Nye Master

Thursday Decr 29th Comes in with light breeze and fine weather from the E S E Ship by the same heading M E by E employed in setting rigging and other middle and latter match the same Ship by the wind to Edward employed in Ship's Duty
Heat 25.34 at noon

Friday the 30th Comes in with light breeze from the ~~W~~ E Ward Ship by the wind to Edward middle and latter parts light and huffling Ship and different tasks
Heat 26.33 at noon

Saturday the 31th Comes on with strong breeze with rain squalls from Edward at 5 P M took in the light sails Ship heading M by E by the wind moderate and latter part the same at 10 P M doubled reefed the topsails latter Ship heading E M E by the wind
Heat 27.26 Long 149.02

Sunday Jan the 1st 1871
Comes in with strong breeze from the E M E Ship heading to the Edward by the wind under doubled reefed topsails and courses middle part the same latter moderated at 4 o'clock made all sail all hands well heading E M E by compass
Heat at noon 28.15

Monday the 2nd Comes in with fresh breeze from the S E Ship by the wind to Edward a middle and latter part the same Ship heading E by M by compass Hatch employed in Ship's Duty and other jobs
Heat 28.41
Long 149.46

Remarks on Board Bark Eugenia

Tuesday the 3rd of Jan 1879
comes in with strong breeze from
the S S E Ship heading E by the wind
watch employed in Ship's duty middle
and latter part match the same Ship by
the heading E S E by compass

Lat 29° 19' at noon

Long 147° 35' at 2nd 20th bell

Wednesday the 4th comes in with strong
breeze from the S E by S Ship by the
wind to E S E by compass watch
employed in Ship's duty at 1 heading
S E by S middle part fresh with rain
squalls Ship heading E by off mast
of the time latter fresh breeze Ship heading
E S E by the wind Lat 29° 52'

Long 145° 14'

Thursday the 5th comes in with strong
breeze from the S S E Ship heading
E by off by compass by the wind watch
employed in Ship's duty middle and latter
part match the same heading E by off
mast of the time by the wind latter
part employed in breaking out Shooks
Shooki Cash # 1 to 17 P Lat 29° 59'
Containing 17 shook ~ Long 143° 27'

Friday the 6th comes in with light
breeze and fine weather from S S E
Ship heading E by off by compass
cooper employed in setting up Shooks
middle and latter part light and halpling
Ship by the wind to S S E ward setting
up Shooks Lat 30° 30'
Long 140° 16'

of Allen Bradford D. B. Age Master
1841

Saturday Jan the 7th comes in with
light breeze and huffling from S. E. and
Ship by the ^{Wig} of E. and watch employed
in Ship's duty and setting up Shacks
one Boatster or Sick with the we heard
middle and latter part the same fresh and
huffling Ship by the wind heading N E and

Lat 31° 02' N

Long 138° 07' W

Sunday the 8th comes in with strong
breeze from S S E Ship by the wind
heading E by compass squally weather
middle and latter part much the same heading
E by S frequent rain squalls Lat 30° 42'

Long 135° 25'

Monday the 9th comes in with strong
breeze from S hours E by S by compass
squally weather all hand on duty one man not
quite well middle and part fresh breeze and rain
at 11 PM the wind hauled suddenly to N
latter part wind from N N W hours
E by S by compass watch employed in Ship's
duty and setting up Shacks

Lat 29° 28'

Long 132° 40'

Tuesday the 10th comes in with fresh breeze
from N N W and fine weather hours
E by S by compass watch employed in Ship's
duty middle and latter part fresh breeze
from N W hours E by S by compass

Lat 28° 10'

Long 129° 53'

Wednesday the 11th comes in with strong
breeze from N. by com hours E by S by
compass at 4 strong took in the light
Ship's middle part strong came down to
rubbled right top sails latter the same wind
hauled to N E Ship heading E N E by the
wind Lat 26° 46' Long 125° 13'

Remarks on Board Bk Eugenia

Thursday Jan the 12th 1871
comes in with strong breeze from
the N E ship heading E S E by
the wind under bare topsails at dark
doubled reefed a middle part strong and
baffling latter part more moderate
wind hauled to Eward at 8 o'clock
more ship made sail heading N by
compass Lat 25.59
Long 125.58

Friday the 13th comes in with
fresh breeze and baffling from E
ship by the wind to N E by compass
masts employed in ship's duty middle
and latter part light and baffling
from S E ward ship by the wind to
N E ward Lat 27.04 Long 125.13

Saturday the 14th comes in with
light breeze from S E ward and
baffling employed in overhauling
the cutting gear and taring ^{the} ropes
of the rigging under the penant's middle
and latter part fresh baffling wind from
S E ward ship by the wind to S E ward
masts employed in ship's duty
Lat 27.24
Long 123.05

Sunday the 15th comes in with
light breeze and baffling S E ward
ship by the wind to Eward
middle and latter part strong and
squally comes on to doubled reef
topsails ship by the wind to Eward
Lat 27.32
Long 121.40

of Allen Bedford D B Age Master

1871

Monday Jan the 16th comes in with strong
gale from SE Ship by the wind to the NW
at 4 bells moderated and hauled to the word haul
to $\frac{1}{2}$ S by compass all sail all hands well
but one Boat Sticaron middle and latter part
light and calm latter part employed in breaking
out the after hale and then in ground filling
Salt water

Lat 27° 18'

Long 120° 45'

Tuesday the 17th comes in with light
air from the NW and fine weather
employed in Stowing off the after hale
haul to $\frac{1}{2}$ S by compass Brake out main fore and
and 2 top to galen sails middle part light
breeze from SE & ward Ship by the wind to
SE more latter part light from SE & ward
with rain haul to $\frac{1}{2}$ S by compass

Lat 27° 12'

Long 119° 52'

Wednesday the 18th
comes in with light air and calm from
all directions Watch employed in Ship's
out middle part calm latter part light
breeze from NW haul to by CS $\frac{1}{2}$ S by
compass employed in picking over the potatoes

Lat 26° 40'

Long 119° 05'

Thursday the 19th
comes in with the light air from SE & ward
haul to by CS $\frac{1}{2}$ S by compass Watch employed
in Ship's out at 4 bells Bent on new
fore sail nothing to be seen
middle and latter part light from SE & ward
haul to by CS by compass Watch employed
in heaving a new main top galent sail

Lat 25° 05'

Long 117° 35'

Bent on

main top g sail

Bent on main fore sail

Remarks on Board B M Eugenia

1871

Friday Jan 20th Comes in with light breeze from Starboard bows E by compass watch employed in ripping up and old fore sail and mends other jobs middle part fresh breeze from Starboard hauled down to doubled reefs. Topsails abore E by compass at day light Steered E S E by compass at 1 P M and the Eliza Rocks at 9 passed near to them compared the Chronometer with them found her to be 48 miles to East of the ship

Lat at 2 P M 24° 48'

Long 115° 35' correct

Saturday the 21st

Comes in with light air and calm bows S E $\frac{1}{2}$ E at 3 P M the rocks out of sight watch employed in ship's duty middle part light from abore. Latter light from the bows S E $\frac{1}{2}$ E by compass weather fine Lat 23° 58' Today

Long 114° 12' not correct

Sunday the 22nd

Comes in with light breeze from N W by bows S E by compass at 4 P M hump back at five breezed up and hauled to Starboard some middle and latter part light and fine weather bows the same Lat 22° 42'

Long 114° 06'

Monday the 23rd

Comes in with light wind of the bows S E by compass at 3 P M $\frac{1}{2}$ E middle part light bows the same latter the same watch employed in braking out the Starboard side of the after pole Stowed some same ground tar and fill with fresh

Salt water

Lat 21° 14'

Long 112° 52'

of Ken Bedford Daniel B. Aye Master 1871

Tuesday Jan the 24th comes in with light breeze from N^Wward hours SE $\frac{1}{2}$ E by compass watch employed in regulation the after hals middle and latter part light and fine weather from the N^Wward hours SE by E watch employed in mending a fore topsail Lat 20° 18'

Long 111° 58'

Wednesday the 25th comes in with light breeze from N^Wward hours E by S $\frac{1}{2}$ S by compass employed in mending sail weather fine middle and latter part the same at daylight said the Island of Benedick bearing SE by S by compass distance 20 miles watch employed in mending sails hours SE by E Lat 19° 14'

Long 110° 34'

Thursday the 26th comes in with light breeze from the N^Wward hours SE $\frac{1}{2}$ E the Island of Sarara in sight some 45 miles distance employed in mending sails bent the fore topsail middle and latter part light breeze from N^Wward hours SE $\frac{1}{2}$ E employed in scraping the bang and the Iron work Lat 18° 12'

Long 109° 40'

Friday the 27th comes in with light from N^Wward and fine weather hours SE $\frac{1}{2}$ E employed in scraping ship ready for painting middle and latter part fresh breeze from N^Wward hours SE $\frac{1}{2}$ E watch employed in scraping the Iron work and painting it read

Lat 16° 50'

all hands well
have been mending
yet

Long 108° 38'

Remarks on Board Bk Eugenia

1871

Saturday Jan the 28th

Comes in with fresh breeze from N Eward
 hours S E $\frac{1}{2}$ E watch employed in painting
 the Iron work read Capt got a steamer cutter on
 agreed within 4 miles up the ships deck rising
 middle and strong breeze from N E hours
 S E $\frac{1}{2}$ E by compass watch employed in painting
 Lat $14^{\circ}38'$

Long $166^{\circ}54'$

Sunday the 29th

Comes in with strong breeze from N E
 hours S E by compass at 6 bells came to
 anchor and moderate middle and latter
 part strong breeze from the Eward
 hours S E $\frac{1}{2}$ E Lat $12^{\circ}32'$

Long $103^{\circ}16'$

Monday the 30th

Comes in with fresh breeze from N Eward
 hours S E $\frac{1}{2}$ E by compass middle and latter
 part fresh breeze from the N Eward
 watch employed in painting ship
 and side hours S E

Lat $10^{\circ}56'$

Long $104^{\circ}09'$

Tuesday the 31st

Comes in with fresh breeze from N E
 hours S E by compass watch employed
 in painting ship middle and latter part
 light baffling winds and plenty rain
 Lat at noon $10^{\circ}08'$

Long by act $103^{\circ}14'$

Wednesday Feb the 1st

Comes in with light baffling wind and
 more hours S E by compass middle and latter
 parts light and calm hours S E by compass
 latter part employed in painting ship
 Lat $09^{\circ}00'$

Long $104^{\circ}23'$

of New Bedford D. B. Nye Master 1871

Thursday the 2nd comes in with calm
and fine weather Watch employed in painting
all hands well middle and latter light breeze from
E & S E comes S E finished painting
Leat 18"48
Long 114"03

Friday the 3rd
comes in with fresh breeze from the E & S E
comes S E by compass fine weather middle and
latter part fresh breeze Ship by the wind to
S E latter part watch employed in painting
Leat 05"26
Long 112"40

Saturday the 4th
comes in with fresh breeze from E & S E Ship
by the ^{wind} to S E fine weather employed
in painting in side all hands well
middle and latter part light baffling breeze
with rain by spells Ship by the ^{wind} from S
to S W by compass Leat 04"18
Long 102"22

Sunday the 5th
comes in with light breeze from S E & S
Ship by the wind to S W & S E watch employed
in Ship's duty middle and latter part light
and baffling Ship on ~~current~~ ^{by the wind} overboard 1/4 a b to day

Monday the 6th
comes in with light air from S E Ship
by the wind on different Tacks at 6 bells calm
middle and latter light latter part wind from the
E & S E watch employed in stowing
up the fore hole and latter jabs
Leat 03"38
Long 102"58

Remarks on board B.W. Eugenia

1871

Tuesday Feb the 7th

Comes in with light wind from the
Onward leaves S.S. & by compass watch
employed in mending sails and other jobs
middle and latter part light breeze and frequent
rain Squalls Ship by the wind heading S.S. & E
employed in setting up rigging Lat 02° 39'
Long 102° 39'

Wednesday the 8th

Comes in with light breeze from Eward and
frequent rain Squalls heading S by E
by the wind employed in setting up rigging
middle part light and calm latter part
Strong breeze from S.S. & E Ship by the
wind to S.W. Lat 01° 40' North
Long 103° 29'

Thursday the 9th

Comes in with Strong breeze from the
S.S. & E Ship by the wind heading S.W.
all hands well no whales to be seen
middle and latter part fresh breeze from
S.S. & E Ship by the wind to S.W. employed
in setting up rigging
Lat 00° 06' N
Long 105° 33' W

Friday the 10th

Comes in with Strong breeze from
S.S. & E Ship by the wind to S.W. at
3 and 30 moments past 8 and 8 sperm
whales at 4 landed the Boats the
Larboard Boat struck and save the
Starboard got one out of the school
at 8 P.M. got them to the ship latter
part employed in butchering

Lat 00° 04'
Long 106° 18'

of Mon Bedford I B Mays Master

Saturday Feb the 11th 1871

comes in with fresh breeze and fine weather
employed in clearing away the heads at
dark and whales to late to wear middle part
Started the trap works middle and latter part
light haffling, nine with same Squalles
similarity in bailing ship by the wind an' different
tastes

Lat 00 02 S

Long 106 05 3

Sunday 12th

comes in with light breeze from Eward
and frequent some Squalles ship by the wind
an' different tastes employed in bailing middle
and latter part light haffling with same
Squalles finishing bailing Lat 00 04 S

Long 107 27 W

Monday the 13th

comes in with light wind and calm and
rare boobie voice the works ship by the
wind to Eward latter part employed
in storing down between decks

Lat 00 25 S

Long 108 17

Tuesday the 14th

comes in with light haffling wind and rare
from Eward ship by the wind to Eward
middle part calm latter part fresh breeze from
the Eward ship steering to the Eward
over East weather the abs to day

Wednesday the 15th

comes in with fresh breeze and squally
weather from SE hours 08 11 at
at dark light to the wind SSE
under short sail middle and latter
part fresh breeze from SSE at 7 o'clock
clearer SE by E and nothing

Lat 00 22 S at anchor Long 109 20

Remarks on Board B K Eugenia of

Thursday Feb the 16th 1871

Comes in with fresh breeze and fine weather from the S S E bears off north employed in ^{up rigging} setting nothing seen to day middle and latter part fresh breeze from the S E hard at dark took in Sail at day light made Sail and Steered S W north employed in Ship's duty. Lat 00° 06' N Long 100° 32'

Friday the 17th

Comes in with fresh breeze from S E bears off by compass see nothing to day middle and latter part the same at dark took in Sail at 7 o'clock Steered S W at noon wore Ship to N E see nothing Lat 00° 08' S Long 111° 12'

Saturday the 18th

Comes in with fresh breeze from the S E hard bears off N E at dark took in Sail and left to the wind heading N E by E to middle part Ship under short Sail at Daylight made all Sail and Steered N E Lat 00° 52' N Long 111° 55'

Sunday the 19th

Comes in with fresh breeze from S E hard at noon wore Ship to S E hard by the wind and nothing middle part high Ship under short Sail at Daylight saw several whales showed and behaved with out success at 11 o'clock came on board Lat 01° 11' N also obs today

Other Bids for

Monday the 20th of Feb 1877
comes in with light breeze from SE ward
Ship by the wind to SE ward at 2 P.M. more Ship,
to SE ward at 3 P.M. can whales landed
and struck 4 and landed several more but
bained 4 and one of them was a humpback
and at 8 P.M. got the whales to the ship
middle part light and rainy latter there
same at daylight commenced to land
No abs today - same
at 8 P.M.

Tuesday the 21st
comes in with calm and rainy weather
employed in butting the middle and
latter the more after the same
No abs

Wednesday the 22nd
comes in with light haffling air and
same employed in butting at 2 P.M.
finished. latter weather tight from NW
ward ship heading to SE ward at daylight
began to haze. Lat 62° 38'
Long 114° 30'

Thursday the 23rd
comes in with light breeze from SE ward
Ship by the wind to SE ward employed in
bailing and clearing up all hands will
get the Starboard Boat Estane a little
middle and latter part the same wind light
No abs today

Friday the 24th
all this twenty four hours light haffling
winds with rain Squalls employed
in bailing the Blubber Blasting Ballast
same air Lat 63° 13'
Long 114° 58'

Remarks on Board Bk. Eugenia

1871

Loeb Saturday the 25th

comes in with light baffling breeze from Edward Ship heading to Edward both the wind under short sail middle and latter match the same employed in hailing
Lat 01° 45' N

Sunday the 26th

comes in with light breeze and fine weather from Edward Ship by the wind to Edward employed Storing down and finishing hailing Stowed down 8 basks of head oil containing 1604 gallons middle and latter part match the same ship heading to Edward employed in Storing down in the fore hold 9 basks of Sperm oil containing 2319 gallons
No obs to Day

Monday the 27th

comes in with light breeze from Edward Ship Steaming SE at 3 P.M. Saw sperm whales to the windward 3 miles distance going of to windward quick did not bear farther middle part light with same latter calm Lat 02° 02' N
Long 115° 14' W

Tuesday the 28th

comes in with light air and calm ship heading to Edward middle part frequent rain squalls latter light from Edward heading to Edward see nothing experience Strong current running to N.W. ward
Lat 01° 48' N
Long 116° 38' W

of Lion Reefers L. B. Age Master
Wednesday March the 1th 1874
Comes in with light breeze from the SE
Ship by the wind to Starboard watch employed in
Ship's duty at 5 wind hauled to E ship, came
up to S by E by the wind middle and latter
with the same frequent rain equal
Lat 20° 56' N
Long 117° 48'

Thursday the 2th
Comes in with light haphling wind with rain
from SE and ship heading to Starboard
by the wind middle and wind the same weather
better nothing to be seen watch employed
in Ship's duty Lat 20° 10' N
Long 118° 58'

Friday the 3th
Comes in with light breeze from S by E
Ship by the wind to S W. See nothing
watch employed in Ship's duty middle
and latter part light breeze from E and
Ship by the wind to Starboard see nothing
in sight Lat 20° 33' N
Long 119° 59' W

Saturday the 4th
Comes in with fresh breeze from E by E
Ship by the wind to Starboard fine weather
watch employed in Ship's duty all hands
well middle and latter part light breeze from E and
at dark took in sail at daylight made sail
at 9 AM tacked ship to Starboard
Lat 21° 12' N
Long 120° 13'

Sunday the 5th
Comes in with light breeze from E and
Ship by the wind to Starboard at 2 AM
took in sail middle and latter part
light with same ship by the wind
to Starboard nothing to be seen
Lat 21° 03' N
Long 120° 08'

Remarkson Board B H Eugenia

Monday March the 6th 1871
comes in with fresh breeze from S & E by the wind to E. Edward saw several
finbacks at dark shortened sail middle
and latter part light from the same
at day light bears S E & light wind
saw nothing Lat 00° 26' S
Long 119° 45'

Tuesday the 7th
comes in with light air from Sward
steering N at 4 P.M. calm to
at dark took in sail at middle
and latter part calm Lat 00° 02' S
Lat 119° 47'

Wednesday the 8th
comes in with light breeze from Sward
bears N E watch employed in ship's duty
see nothing middle and latter part
light from S watch employed in
rattling down Lat 00° 44' N
Long 119° 44'

Thursday the 9th
comes in with light breeze from S
Ship by the wind to E middle and latter
part the same wind light saw nothing
Lat 00° 58' N
Long 119° 15'

Friday the 10th
comes in with light breeze from Sward
Ship by the wind to S & E at 4 P.M.
saw whale a breaching a long
distance off came in dark before we
could get down to them middle part
light latter the same at day light saw
a large blipper ship steering to
N E Lat 01° 22' N
Long 119° 00'

of New Bedford D. B. Mye Master

1841

Saturday the 11th of March
comes in with ^{light} breeze from S Eward (Ship)
by the wind to Eward San Black fish load
with out success middle and latter part the same
watch reemployed in Ship's duty
Lat 0140 Long 119 05

Sunday the 12th
comes in with light hopping air from
Sward Ship steering to Eward
middle part calm latter the same
Lat 0151 Long 119 17

Monday the 13th
comes in with light air from S Eward
Ship by the wind to Sward see
nothing middle and latter part light
breeze from Sward San fish boat's
Lat 0142 Long 120 27

Tuesday the 14th
comes in with light breeze from the
Sward at 3 P.M. were Ship to Eward
at sundown San whales a Breaching
did not get near a nuff to ascertain before
dark what they was middle and latter
light at daylight San a Ship at 7 Et off
Spaulk her proved to be the Centest
of New Bedford 8 month out 100 bls
of Sperm Ship by the wind to Sward
Lat 0140 N

Wednesday the 15th
comes in with light breeze from S Eward (Ship)
by the wind to Sward in company
with the Ship Centest middle and
latter part the same by the wind to Sward
the Centest steared off N Eward
for the Sandwich Islands

Lat 0122 N
Long 120 56

Remarks on Board B.K. Eugenia

Thursday March the 16th 1871
Comes in with light breeze from S.E.
Ship by the wind to Sward at 4 P.M.
Said a Sail to the windward Steaming up,
we tracked Ship to Eward home in Dark
before he got down to us middle and
latter part calm one sail in sight at
day light

Lat 01° 35' N

Long 121° 02'

Friday the 17th
Comes in with light air from S.Eward
at 4 P.M. Dead calm blue dawn the topsails
all hands well middle part calm with some
latter part the same calm

Lat 01° 30' N

Long 121° 30'

Saturday the 18th
Comes in with light air from Sward
Ship by the wind to Sward at 4 P.M. same
middle part light at dark ^{tooth} in sail
latter light breeze from Eward Ship by
the Sward said nothing

Lat 00° 52' N

Long 121° 41'

Sunday the 19th
Comes in with light breeze from
Eward Ship by the wind to Sward
said nothing fine weather middle and
latter part light breeze from the same

Lat 00° 14' N

Long 122° 20'

Monday the 20th
Comes in with fresh breeze from Eward
Ship by the wind to Sward at dark tooth
in sail and more Ship to Sward
at day light were the S made sail
latter light air Ship to Sward

Lat 00° 34' N

Long 122° 43'

of Mad Beefard on a Sperm Whale Cruise

Tuesday March the 21th 1871
Comes in with light breeze and fine weather
from ESE Ship by the wind to S
Saw nothing at dark Took in sail all
hands, well middle part light latter part
fresh breeze from Eward Ship by the wind
to Eward Lat 20° 27' N
Long 122° 56'

Wednesday the 22th
Comes in with light breeze from Eward Ship
by the wind to Eward Saw nothing at dark
Shortened sail middle and latter part light
from Eward at daylight Saw a Spout to
to Eward did not see it again Steamed
off to W by S Lat 20° 13' N
Long 123° 25'

Thursday the 23th
Comes in with light air from Eward
Ship by the wind to S Saw nothing
at dark Took in sail middle part calm
latter part light Saw Black fish got one
Steaming off to W by S Lat 20° 35' N
Long 123° 16'

Friday the 24th
Comes in with light breeze from Eward
Course off by compass Watch employed in
ships duty all hands well
middle and latter part light at daylight
made sail Steamed off Saw nothing
Lat 20° 16' N
Long 123° 14'

Saturday the 25th
Comes in with light breeze from Eward
Course off by compass Watch employed in
ships duty morning sail middle and
latter part the same at daylight
made sail and Steamed off
Lat 20° 26' N Long 123° 17'

Remarks on Board B. K. Eugenia 1871

Sunday March 26th
 Comes in with light breeze from the
 Edward Steaming to Edward and on
 fire both watch employed in Ships
 duty all hands well. middle and latter
 part calm Sand nothing Lat $20^{\circ} 21' S$
 Long $123^{\circ} 26'$

Monday the 27th
 Comes in with calm watch employed
 in Ships duty middle and latter part
 calm Lat $20^{\circ} 21' S$
 Long $123^{\circ} 43'$

Tuesday the 28th
 Comes in with calm Sand nothing
 middle part calm latter part light Ship
 by the wind to Edward Sand nothing
 watch employed in mending the
 mainsail Lat $20^{\circ} 09' S$
 Long $124^{\circ} 07'$

Wednesday the 29th
 Comes in with light breeze from S S E
 Ship by the wind to Edward Sand in Boats
 at dark took in sail middle and latter
 the same Sand nothing Lat $20^{\circ} 51' S$
 Long $124^{\circ} 10'$

Thursday the 30th
 Comes in with light air from Edward
 Ship by the wind to Edward at dark took
 in sail middle and latter part light
 and variable Sand nothing latter part
 heading to Edward Lat $20^{\circ} 50' S$
 Long $124^{\circ} 17'$ by the

of Anton Bearo & B. C. Hye Master

Friday March the 31th 1871
comes in with light air from E. & E. ward
Ship Steaming. Sifters & Barges all
free and nothing much employed in
mending the Sparke all hands well
middle and latter part much the same
and nothing. Lat 00° 35' S
Long 124° 18' W

Saturday 11th Apr the 1st 1871
comes in with light breeze from the E. & E. ward
Steaming to N. & N. ward and fimbarks at
dark took in sail middle and latter part
calm and nothing. Lat 00° 16' S
Long 124° 19'

Sunday the 2nd
comes in with light air from N. & N. ward
barges all off and nothing at dark took in
sail P. S. for the last 6 weeks have
had light air and calms
not wind enough to float around
have been near the line all of
the time been as far as 20° North
and as far as 01° 20' S

middle and latter part light at dark
from E. & E. ward and nothing.

Lat 00° 00' at 2 P.M.
Long 124° 41'

Monday the 3rd
comes in with light breeze from E. & E.
ward barges all off. W. and nothing
at dark took in sail and luff to the
ward to E. & E. ward middle and latter
part light and nothing barges all off.
Lat 00° 05' S
Long 124° 41'

Remarks on Board Bark Eugenia 1941

Tuesday Apr the 4th
Comes in with light breeze from Eward
bours S.W. Watch employed in Ship's
Duty saw nothing at dark took in sail
middle and latter part light bours S.W.
Leat overcast
Long No abs today

Wednesday the 5th
Comes in with Strong breeze with rare
bours S.W. at 1 P.M. Sun white water
did not see it again at 4 wind light and
baffling at dark took in sail middle the
Same latter part fres. breeze with rare equals
Ship by the wind to N.W. ward Leat 20° 16' S
Long 125° 24'

Thursday the 6th
Comes in with light breeze and frequent
rare equals from the Eward Ship by the wind
N.W. ward 20° 16' S at 1 P.M. Sun out to
sweep off decks one of the men came along
with the broom on his shoulder with a Skagen
day imitating a Spaldier and Sun out.
right face up that I walked up to him and
asked him what he ment his answer was
nothing and then making pretensions
to draw his knife and saying that he
would cut me or any other man that touched
him I have seen some of his insolence
several times before as we are bound into port
it is not best to be too hasty his name
is Georg White and English Dack we
have got 3 or 4 more of the same sort on board
middle and latter fresh breeze from the
Eward with rare equals bours S.W.
Leat at noon 0030 N
Long 125° 24'

of Men. Bedford D B Mize Master

1871

Friday the 7th of Edrs

Comes in with strong breeze and rain.
Weather from Sward ship under moderate sail
leaves off off dead nothing at dark doubled
reast the top sails middle part fresh breeze and
boppling with rain latter part fresh breeze
and fine weather from S leaves off off

Lat 22° 23' North
Long 126° 16' W

Saturday the 8th

Comes in with light breeze from Sward
leaves off off San Francisco fine weather
middle and latter part light and boppling with
rain equals leaves off off 1/2 N

Lat 23° 23' N
Long 126° 28'

Sunday the 9th

Comes in with calm and rain
equals at dark dead calm middle part
calm with rain latter part light and boppling
No obs to day

Monday the 10th

Comes in with light boppling wind rain
equals from Sward ship to the wind
to off off at dark calm again
middle part boppling with rain latter the
same rain and boppling

Sun obscure No obs to day

Tuesday the 11th

Comes in with strong breeze and rain from
off off for the Sandwich Islands
middle part fresh with rain latter part
strong and boppling ship by the wind to
the off

Lat 25° 08' N
Long 128° 32'

Remarks on Board Bk Eugenia
1871

Wednesday the 12th
comes in with strong breeze from the N.E.
bears all W by compass at 4 bells all W by W
middle and latter part strong breeze from
N.N.E. bears all W by W
Leat 07.05-
Long 136.53

Thursday the 13th
comes in with strong breeze from
the N.N.E. bears all W by W
middle and latter part the same ship
under double reefed topsails and courses
Leat 8.56 all
Long 133.04 W

Friday the 14th
comes in with strong breeze from
N.N.E. bears all W by W by compass
middle and latter same bears the same
Leat 10.40
Long 135.25

Saturday the 15th
comes in with strong breeze from
N.N.E. bears all W by W by compass
all hands well middle and latter part the
same bears the same
Leat 12.20
Long 137.149

Sunday the 16th
comes in with strong trades from
N.N.E. bears all W by W at 5
bells all W by W $\frac{1}{2}$ W middle and
latter part the same bears the same
Leat 14.06
Long 140.33

of Gen. Bedford D. B. Nye Master

Monday the 17th of Apr 1871
comes in with strong breeze from
NNE blows off by $\frac{1}{2}$ N by compass
middle and latter part strong from NNE
blows $\frac{1}{2}$ N $\frac{1}{2}$ E Heat 15.48
Long 143.38

Tuesday the 18th
comes in with strong breeze with rain
squalls from NEward at 5 P.M. came down
the doubled reefs and reef main sail carry
off by $\frac{1}{2}$ N middle the same latter
part fresh breeze from NE and fine
weather blows the same Heat 17.08
Long 146.55

Wednesday the 19th
comes in with strong breeze from
NNE blows off by $\frac{1}{2}$ N by compass
fine weather watch employed in ship's
duty middle and latter part strong breeze
and fine weather from NEward blows
off by $\frac{1}{2}$ N Heat 18.32
Long 150.05

Thursday the 20th
comes in with strong breeze from the
NEward blows off by $\frac{1}{2}$ N by compass
watch employed in ship's duty middle and
latter part strong breeze from E blows
from off by N to N Heat 19.34
Long 155.09

Friday the 21st
comes in with light breeze from E blows
off by compass watch employed in cleaning
ship all hands well the land 85 miles
distance at 2 P.M. the S Point of Hainan
middle part light and huffling at 2 P.M.
continues blowing from off to S 8 or 10
miles near Heilo Bay, at 12 M the
Pilot came on board and steered
in for the anchorage

Remark on Board Bark Eugenie
1871

Saturday Apr the 22th
comes in with light baffling wind from
S. E. Board ship working in for the anchorage
at 3 P.M. came to anchor in 5 fathoms
middle and light air, and fine weather
latter part employed in getting ready
for water

Sea
apt

Sunday the 23th
comes in with light baffling air
and fine weather. Ship lying at anchor
or at Heilo men went on shore to
have our run on shore

Monday the 24th
light breeze from E. Board with rain
employed in getting off water. Board
getting water for boilers to run through

Tuesday the 25th
comes in with bad squally and baffling
weather. Ship lying at anchor employed
in getting water and other things from
shore

Wednesday the 26th
comes in with light squally weather and
rain employed in getting water at
dark finished. latter part employed in
getting off the things that were stowed on
shore

Thursday the 27th
all these twenty four hours rainy
bad weather. Ship lying at anchor
employed in getting off the meat
and shanks

of Mrs. Bedford

1871

Friday Apr the 28th
comes in with light baffling wind with rain
employed in getting mail from shore ship
at anchor all hands well

Saturday the 29th
weather much the same as yesterday
employed in reading ship

Sunday the 30th
comes in with light baffling wind with rain
from all directions middle the same latter
part light at 8 o'clock took the anchor
and commenced to beat out tied to come
to again at 10 o'clock in 10 fathoms

Monday May the 1st
weather light and fine ship at anchor
at 1 o'clock got a breeze off the land
got under way and worked out during
the latter part at 11 took a fine
breeze from Eward and steamed to the N.W.ward
along the land for Makohai Point
at dark the Point in sight bearing
W by S some 10 or 15 miles distance
at 9 o'clock down to the Point middle part
light off the land at daylight Makohai
in sight some 8 miles distance and calm
at 11 o'clock got a light breeze from Eward
and steamed for the anchor age

Tuesday the 2nd
comes in with light baffling breeze from
Eward at 1 o'clock came to anchor in
8 fathoms at 4 o'clock had our boats and other
recruits on board ready to get under
way at 12 midnight got under way
with light baffling breeze off the land
at daylight the land 3 miles distance at 5 took
a breeze and steamed 4 o'clock bore the

Remarks on Board B M Eugenia
May Wednesday the 3th 1841
comes in with light baffling wind
Ship near Kani Kaunohou
at 2 P.M. and the W end of moorings
hanging off. Some 20 miles distant
middle part down to Diamond head lying
off on an at daylight down to the harbor
at 4 o'clock the huge Boat took us in tow
went in side and came to anchor inside
of Honolulu Harbor. Sec ends

Thursday May the 4th
comes in with light weather and fine
from the M. Ward employed in
hauling ship along the ship Syren
of Boston to discharge oil
middle and latter part ship along side
the same latter part employed in
shipping the oil delivered on board the
ship Syren 23 Packages of Sperm
oil containing 55.18 gallons in good
order at 10 o'clock finished and hauled
away and moored ship

Friday the 5th
fine weather ship at anchor one watch
on liberty and the other employed in
getting on board the stores

Saturday the 6th
Same one watch on liberty

Sunday the 7th
much the same some of the
crew on liberty one Seaman Discharged
By the Name of George Applewhite
an Englishman middle and latter part
much same at 9 o'clock the crew
came on board and got ready to
go and bid. Saturday the
8th

Monday May the 8th 1877
Comes in with light breeze and fine weather
from Edward ship lying at anchor all
Anchored at 10 o'clock went out side with hand
screw and continued at noon the Capt came
on Board and steered to S.W. and
employed in stowing the anchors and
chains

Tuesday the 9th
Comes in with light breeze from S.W.
ward employed in getting things snug
for sea latter part employed in getting
the Boats ready for painting

Wednesday the 10th
Comes in with fresh breeze and fine weather
from Edward leaves to S.W. ward passed
Estai and one hour during the day compared
the Chronometer found slow some 35 miles
distance made employed on the Boats and
other jobs

Thursday the 11th
Comes in with light breeze and fine
weather from S.W. leaves the S.W. by 10 o'clock
water employed in repairing the Boats
middle and latter the wind the same

Friday the 12th
all the day twenty four hours weather
fine wind from the Edward
leaves the S.W. ward employed in
overhauling the Boats and other jobs

Remarks on Board B M Eugenia

Saturday the 13th May 1871
Comes in with fresh breeze from
Edward Cour's W by S $\frac{1}{2}$ S by compass
middle and latter part match the
Same employed in painting the
Boats on Side See nothing

Sunday the 14th
Comes in with fine weather
and fresh breeze from the Edward
acupide upon the Boats and other
jabs all well overcast
No Obs today

Monday the 15th

Comes in with light breeze and
fine weather from E Cour's
W by S by S compass Watch employed
in rears jabs and painting the
Boats and Side middle and latter
part the Same as for wind and
weather

P.S. general Remarks we have been
some 5 months on board since we
Spined to the Eugenia then into Port
and out and have had no trouble on
board as yet every thing has gone
on as well as every ship

Monday the 15th

Wednesday May the 17th 1871
Comes in with light breeze and fine weather
from E. and S. hours W by S by compass
employed on the Boat. latter part painted
Boat and Mast Boats and other jobs
Heat 20.22
Long 175.09

Thursday the 18th
Comes in with breeze and fine from
E. and S. hours W by S by compass all
hands well middle part light latter the
same hours the same Heat 20.36
Long 175.24

Friday the 19th
Comes in with light breeze from E
and S. hours W by S by compass Watch
employed on Ship's duty and on the Boats
middle and latter part the same latter part
employed painting the Boats and other
jobs Heat 20.45
Long 178.45-1/2

Saturday the 20th
Comes in with light breeze and fine
weather from E. and S. hours W by S
by compass Watch employed in various jobs
middle and latter wind and weather same
hours the same Heat 20.54 E
Long 179.24

Sunday the 21st
Comes in with light breeze and fine
weather from E. hours W by S by
compass Watch employed in ship's duty
middle and latter part the same
hours the same Heat 20.48
Long 177.56 E

Rare marks on Board the Bark Eugenia

Monday the 22th 1871
comes in with light breeze and fine
weather from E by S at 11 by 18 at
3 P.M. Steered W by compass middle
and latter part the same hours the
same Lat 21° 08' E
Long 176° 11'

Tuesday the 23th
comes in with light breeze and fine
weather from E by S at 11 by 18 at
3 P.M. Steered W by compass middle
and latter part the same hours the
same Lat 21° 33' E
Long 174° 41' E

Wednesday the 24th
comes in with light breeze from E
and fine weather from E by S at 11 by 18 at
3 P.M. Steered W by compass middle
and latter part the same hours the
same Lat 21° 54' E
Long 172° 43' E

Thursday the 25th
comes in with light breeze and fine
weather from E by S at 11 by 18 at
3 P.M. Steered W by compass middle
and latter part the same hours the
same Lat 22° 53' E
Long 170° 48'

of Men Bedford D.B. & Hye Master
1871

Friday March the 26th
comes in with fresh breeze and overcast
weather from the Edward bears off by
compass watch employed in minding
the fore topsail middle and latter part
fresh breeze from E & S E bears the
Same watch employed in Ships duty
Lat 23° 41'
Long 168° 23' E

Saturday the 27th
comes in with fresh breeze from
the E & S E bears off by compass
watch employed in Ships duty middle
part the same latter part frequent rain
squalls bears the same
Lat 24° 33'
Long 166° 10' E

Sunday the 28th
comes in with fresh breeze and squally
weather from E & S E and bears off by
S to S E by compass watch employed
in Ships duty all hands well middle
and latter part the same bears the same
Lat 25° 29'
Long 163° 51' E

Monday the 29th
comes in with light breeze and fine
weather from Edward bears off by
compass middle and latter part the same
bears the same watch employed in Ships
duty
Lat 26° 14'
Long 162° 20' E

Tuesday the 30th comes on with
light baffling airs from Edward bears
off by compass middle and latter part
light and calm bears the same Lat 26° 34'
Long 161° 34'

Remarks on Board Bⁿ Eugenia 1871

Wednesday May the 31

Comes in with light airs and calm
watch employed in ship's duty. Saw
nothing. Leaves off by compass
but calm middle part light and baffling
latter calm employed in ship's duty.

Lat 26° 14' 2

Long 161° 10

Thursday the first of June 1871

Comes in with light air and calm
at 6 P.M. breezed up ship by the wind
heading off by the wind middle
and latter part light and baffling, leaves
off watch employed in ship's duty.

Lat 27° 41

Long 160° 15-

Friday the 2nd

Comes in with light breeze from
S.W. leaves off by off watch
employed in ship's duty. nothing
to be seen middle part light latter
part fresh breeze from S.W. leaves
off by off watch employed in
ship's duty.

Lat 28° 54

Long 159° 40

Saturday the 3rd

Comes in with fresh breeze from the
S.W. wind and fine weather. leaves
off by off by compass. 8 degrees variation
by all hands well. Middle
part light and baffling latter part
light breeze from S.W. wind ship
by the wind to off by off watch employed
in ship's duty. fine weather. Lat 30° 13

Long 158° 41

1844

Lat 31.07
Long 154.33

Lat 32° 38'
Long 156° 17'

Lat at noon
35° 16' by obs

Lat 36° 47'
Long 154° 08'

Remarks on Board Bk *Eugenia* 1871

Saturday June the 17th
comes in with light baffling airs
from Eward and thick fog. Ship heaving
to the Eward by the wind middle part
light breeze from Eward hours S & E
latter part fresh breeze and thick
by spells and clear so keep off to E
by E. Saw plenty Sulliver bottoms
Whales showed a fine chance but did
not lose as has them lost by Summers
metard

47 13

Sunday the 18th Long 154° 33' E
comes in with light breeze from S hours
S by E thick fog by intervals at 3 PM
hours S plenty Sulliver whales around
the ship did not try to try them middle
and latter part thick fog hours S & E by off
backs to day

Monday the 19th
comes in with light breeze and thick fog
from S & E Ship by the wind to Eward
plenty tide rips and birds indicating
land near at 6 PM wore ship and
stood to the S Wward marking out of
the tide rips some thick fog middle
part ship by the wind to S Wward latter
part drove from S W Ship by the wind
to Eward steered off off 1 hour
and left to the wind to Eward
thick fog off a abs to day

Tuesday the 20th comes in with
light breeze and thick fog Ship by the wind
heading S & E by middle part strong breeze
from S W came down to doubled reefs latter
part strong from W and clear weather heading
S & E by the

Lat 47° 27' at 10 AM
Long 154° 33'

of Hon Frederic I B Aye Master

1841

Wednesday June the 20th

Comes in with Strong breeze from W. and
and clear weather at noon more ship and shore
at 3 P.M. died away calm with rain
all hands in middle part light from S.E. wind
hours S.E. latter calm and clear weather
land 10 miles distance Lat 47.47
bearing N.W. Long 155.21

Thursday the 22th

Comes in with calm and clear nothing to be
seen middle part light and calm bearing to N.E.
latter part light air to from E. S.E. ship by
the wind bearing S.E. Saw plenty of these
Sulphur bottom whales showing a good chance
to shoot there is no more likely to sink
than hump backs Lat at noon 48.40
Long 155.31

Friday the 23th

Comes in with Strong breeze from E by N
Ship by the wind bearing E by S at 5 P.M.
came up to S.E. and S.E. by E
P.M. we are 6 months out to day and
have only lowered our Boats 3 times as
yet for whales The land about 100 miles distant
middle part died away to a calm latter part
breeze from N.W. hours S.E. and Strong
breeze Lat 47.51
Long 157.18

at 6 P.M. Saturday the 24th

Comes in with Strong breeze from N.W.
the first hours S.E. at 3 P.M. S.E. at 6 P.M.
Whales Saw a right whale lowered to the cut
Lat 48.20 Success Saw two appeared to be still middle
Long 158.10 part wind baffling Ship by the wind an distant
tack Middle part Strong from N.W. Ship
Steaming different courses Saw nothing but
fin backs Lat 48.51
Long 159.57

Remarks on Board Bark *Eugenia*

1871

Sunday June the 25th
Comes in with Strong breeze from S.W.
Ship by the wind to S.W. by W at 11 P.M.
Ward Ship to S by E Ship under Short
Sail coming in thick weather again
middle part Ship by the wind on different
tasks at 8 P.M. Heave off S.W. Thick weather
lit up a little by Spells Saw fin Barks
got a Lead at noon 48° 55'

Monday the 26th
Comes in with Strong breeze S.W. and
bears S.W. Ship under Short Sail
thick fog all hands well middle part
thick latter light and clear by intervals
Saw fin Barks bears S.W.
Lead at noon 49° 35'

Tuesday the 27th
Comes in with light breeze and thick fog
from S.W. and bears off at 6 P.M.
Steered S.W. by W thick fog Ship under
Short Sail middle part Light Ship by the
wind on different tasks latter part wind
from S.W. and bears off clear weather
Lead at noon

50° 18'

Wednesday the 28th
Comes in light breeze and thick fog from
S.W. and bears off at 2 P.M. cleared up
steered S.W. Saw fin Barks at 6 P.M.
Saw land a high mountain bearing S.W.
judged it to 50 miles distance and 65 by
the H. Chronometer at 8 came thick took
in sail middle part fresh breeze Ship by the
wind on different tasks latter Strong breeze
from S.W. Ship by the wind to S.W.
No obs to day
Lead by act 52° 00' at noon

of then Bradford S.B. Nye Master
1871

Thursday June the 24th

Comes in with strong breeze from ESE
and thick fog at 4 PM wore ship to
SE by E at 6 furled the fore topsail middle
part strong from the same latter part light
from the same and thick fog ship under
short sail also to day

Friday the 30th

Comes in with calms and thick fog at 4
PM cleared up got boat and long by Sunners
method. Lat 50.39 Long 158.52 E
middle light and thick fog clear from Sward
at 4 PM clear saw the land bearing N
made off sail and steered N by W at 11 PM
came in thick fog also to day

Saturday the 1st the

Comes in with light breeze from SW and
thick fog leaves N by W at 5 PM cleared
up for one hour and thick again at 6 shifted
the wind about to E and at 8 PM braced
forward and shortened sail middle part the wind
shifted to the E and ship on the S and E line
tack latter part strong from the N E with
rain at 10 came down to close reef topsail
ship heading E by the wind also to day

Sunday the first of July

Comes in with fresh gale from NNE
ship lying to under storm sails heading
to E and heavy rain middle and latter
parts much the same seen obscure also
also to day

Remarks on Board Bk Eugenia
Monday July the 3th 1891
Comes in with strong gale from off E
Ship lying too on the port tack heading
E by S. Thick weather rain on main
Sick off duty middle and latter parts
the same ship heading Eward
Abolts day

Tuesday the 4th
Comes in with a strong breeze from the
off E ship under short sail heading
to Eward at 4 P.M. got an altitude
at 6 got another worked them by Sumners
method Lat 50° 00' Long 160° 01'
middle part fresh breeze and clear latter part
light breeze from N and thick fog ship
by the wind heading ESE at noon cleared
up got a Lat 50° 10'
Long 160° 30'

Wednesday the 5th
Comes in with light breeze ^{from off} and foggy by
Spells ship by the wind heading ESE
middle and latter part light and foggy
weather ship by the wind heading ~~ESE~~
ESE at 11 A.M. ware ship to SE W

Thursday the 6th Comes in with light
breeze from ESE ship by the wind
heading N Saw several Sulphur Bottoms
Whales middle part calm latter part calm
at 11 A.M. light breeze from S W bours
NE and fog

of Lord Bedford. D. B. Nye Master 1871
Friday July 7th
comes in with fresh breeze from S.W. and
foggy by Spells hours M.E. San plenty
Sulphur Bottoms Shoon on a good chance
to shoot did not try there middle part
the same latter part light and calm and clear
Lat 50° 48'
Long 162° 52'

Saturday the 8th
comes in with calm as 1 P.M. lowered the
Leopard Boat for Sulphur Bottoms shoot one
killed him and saved the whale to the ship
at 5 got the whale to the ship and bled but
at dark looked down middle part latter
part fresh breeze from S.W. employed in
bailing at 10 finished the whale was 78 feet
in length at 7 P.M. Lat 50° 59'
Long 163° 39'

Sunday the 9th
comes in with fresh breeze from the
S.W. hours M.E. by M. and clear by spells
employed in bailing all hands well middle
and latter part strong from the S.W. hours
the same employed in bailing
Lat 53° 03'
Long 165° 54'

Monday the 10th
comes in with fresh breeze and thick weather
from the S.W. hours M.E. employed
in bailing at 5 P.M. finished bailing
middle part wind and weather the same latter
part from S.W. hours to M.E. by employed
in standing down in the main hatch
Stored 4 cask containing 1835 gallons
58 lbs and 8 gallons in Lat 54° 41'
Long 169° 44'

Remarks on Board Bark Eugenia

1871

Tuesday July the 11th

comes in with strong breeze from the
SSE hours MPE by M at 3 PM keep
her MPE overcast weather middle and
latter part strong breeze and thick weather
hours MPE by compass Heat at noon 56° 25-

Wednesday the 12th

comes in with strong breeze from SSW
hours MPE by compass and thick fog
at 10 PM cleared up latter part thick
wind hauling to Wward hours MPE
at noon cleared up got a Heat 58° 38
Long 175° 19

Thursday the 13th

comes in with light baffling breeze from
SSW and hauling to SWard at 6 PM wind
MPE by the wind heading MPE one
man sick off duty middle part strong
breeze down to doubled reefed topsails
latter part light breeze from SSW and
clear weather heading MPE by the wind
Heat 59° 33
Long 177° 03

Friday the 14th

comes in with light breeze from SSW
fine clear weather Ship by the wind to MPE
ward at 6 PM wind MPE middle part
light wind hauled to MPE hours MPE by compass
latter part calm and clear weather
Saw some Jimbarks Heat 60° 35
Long 178° 10

of Shen Bredford D.B. Myster Master 1871

Saturday the 15th of July
Comes in with light air from S. S. W. hours
of 1/2 M by compass water employed in ships
out of fine weather middle part light breeze
latter light breeze from S. W. and hours
of 1/2 M thick fog at noon cleared up got a boat
Leat at noon 6157

Sunday the 16th
Comes in with light breeze from S. S. W.
and thick fog at 11 P.M. heard the speakers
on Cape Pararim at 5 P.M. lit up a little
and saw the land 2 miles distance the Cape
got an altitude and found the chronometer
right within 2 miles at 8 Shaped our
Course N. E. 1/2 E by compass for Pluier
Bay middle part light and pleasant weather
latter the same hours N. E. 1/2 E by compass
at 10 obs. two day
Leat by alt 63° 24
Long 177° 33 W

Monday the 17th
Comes in with fresh breeze from S. W. hours
of 1/2 E by compass at 1 P.M. saw much
Bark's lowered with out success at 4 P.M.
on board middle and latter part mist
the same hours N. E. by compass at 4 P.M.
saw the land bearing N. E. by N. to the W.
ward of Pluier Bay at noon up with Pluier
Bay the land 15 miles distance Leat at noon 61° 02

Tuesday the 18th
Comes in with strong breeze from the S.
steering N. E. along the land at 2 P.M. saw
Indian Point and Markes Bay at 3 P.M.
led to the wind heading E by compass for
St. Lawrence Island at 7 P.M. for Indian
Point again middle part strong breeze from S. W.
shipping a bark latter part ship to wind to N. E. and

Remarks on Board R.M. Eugenia of 1871

Wednesday July the 19th
Comes in with strong breeze from the
S.E. ward Ship by the wind to N.E. ward
at 3 P.M. Saw one dived fish lounded
with outburst at 4 Saw plenty going
to the windward quick - all hands well
middle part strong breeze from the S.E. ward
Ship by the wind on different tacks latter the same
at 9 P.M. Hepp off N.W. for Disnead Island
thick weather and strong wind Ship under
double great Topsails etc etc

Thursday the 20th
Comes in with strong breeze from S.E.
Steering N.W. by ~~W~~ ^{by compass} at 2 P.M. Saw
the N. Side of the Disnead Island 2 miles
distance thick fog and then shaped the
course N. by W. by compass at 4 P.M. past
East Cape into the Arctic middle
and part strong gale middle much
the same at 6 P.M. ware ship and
stood to S.E. ward at 9 Hepp off N.E.
ward clear weather Lat at noon
67° 08'

Friday the 21st
Comes in with fresh breeze from S.W. ward
Steering to N. ward Edward is perhaps
Thompson at 3 P.M. Saw the land
at 4 Steered to N.W. ward along the
land at 8 Saw ice along the shore
middle Ship lying aback heading
to W. ward off shore to the wind
the same and thick fog at 7
litt up a little and saw 3 Boil
at a distance Ship by the wind
to N.W. ward So ended
Ship to S.W. ward
Lat 68° 28' at Cape Hope
Long 168° 17'

Gen Bedford J. B. Hyde Master
in the Arctic Ocean

1871

Saturday July the 22th
Comes in with light breeze and thick fog
from S.W. ward Ship by the wind to S.W. ward
at 5 PM cleared up San one Brig proved
to be the Koholar of Honolulu with 100
bbls on board middle part wind the same
and thick fog Ship lying aback making to the
W. ward latter part strong from the same
and thick fog at 7 PM bore Ship to E. ward

Lat 68° 57'
Long 169° 15'

Sunday the 23th
Comes in with strong breeze from the
S.W. Ship by the wind to E. ward and thick weather
under short sail all hands well on duty
middle and latter part thick fog Ship by the wind
under short sail to S.W. ward at noon cleared
up San Cape Lushburne bearing S by E by compass
35 miles distance got a lat 69° 04'

Monday the 24th
Comes in with light breeze and clear weather
from E. ward Ship by the wind to S.W. ward at 4 PM
San ice to the S.W. of us at 5 San at S.W.
to the W. ward of us at 8 came in thick fog
took in the light sails middle part light and
thick fog Ship under short sail on different tacks
sounding every 10 hours latter wind from S.W.
ward Ship by the wind some of the time aback and
some hauled forward { Cape Lushburne bearing {
S.W. ward }

Tuesday the 25th
Lat 69° 20' Comes in with fresh breeze from N.E. true
and thick fog Ship by the wind on different tacks
up with scattering ice sounding often getting about
20 fathoms middle part fresh Ship lying aback most
of the time latter strong from N.E. Ship by the
on different tacks at 11 PM spoke the bark Theresia Sabon

Remarks on Board of Bark Eugenia

1851

Wednesday the 26 of July

Comes in with Strong breeze from N.E. Ship
by the wind on short tacks along the ice
in company with the Bark Heenery Taber
with 200 bbls 1 Bow head 200 Dalrus
middle and latter part Strong breeze from
N.E. true Ship by the wind on both tacks
2 Sail in Sight Ship under Short Sail

Lat 69° 25'

Long 167° 05'

Thursday the 27th

Comes in with Strong breeze from the
N.E. Ship by the wind on Short tacks
under Short Sail at 6 P.M. saw the
land bearing S $\frac{3}{4}$ E 2 Sail in Sight
middle and latter part Strong gale from
N.E. Ship among scattering ice making
to windward 2 Sail in Sight nearby

Lat 69° 29'

Friday the 28th 166° 26'

Comes in with Strong gale from the
N.E. Ship under Short Sail by the wind
among scattering ice and along the large
ice middle the same latter part moderated
a little Ship in quite clear water on different
tacks

69° 50'

168° 14'

Saturday the 29th

Comes in with Strong gale from N.E.
ward Ship by the wind on different tacks
at noon tacked and at 5 P.M. tacked again
2 Sail in Sight in company middle
and latter Strong from N.E. Ship among
the ice thick scattered so as to day

of New Bedford L. B. Hyde Master

1871

Sunday July the 30th

Comes in with light breeze from N.E. wind edging in
the ice as up to the head of a bay in it at 4 hours
in thick fog middle part calm latter part light
air from W. wind no ship in sight

Lat 70° 10'

Long 168° 11'

Monday the 31st

Comes in with light air from W. N. W.
Ship among scattering ice marking
to the S. wind ice appears to be heavy to
the E. wind middle part calm latter part
light light from N.E. wind ship in clear water
in a hole working to windward

Lat 70° 04'

Long 168° 04'

Tuesday the 1st of August

Comes in with light breeze from from N.E.
Ship by the wind marking to windward
through scattering ice foggy weather
middle part light thick fog ship lying aback
latter part light from same dying away
some and boreed forward some ice
appears to open some to S. wind but not
much to the E. wind Lat 70° 16'

Long 168° 11'

Wednesday the 2nd

Comes in with light breeze and foggy
weather from N.E. ship in the ice lying
aback most of the time No chance to
get to land with out going to S. wind to
much middle part the same latter part
fresh breeze from N.E. ship working
through the ice to S. W. wind making
no head way Lat 70° 25'

168° 04'

Remarks on board Bark Eugenia
1871

Thursday Aug the 3th

Comes in with fresh breeze from N.E. and thick weather Ship among thick ice trying to get out into open water worked to the S.W. some 12 miles then we get middle the same Ship lying still for the night latter part Strong from N.E. Steered to the S.E. ward through thick ice weather thick by Spells Boat at noon

70° 11

167.38

Friday the 4th

Comes in with Strong breeze from N.E. and thick weather by Spells Ship Steering to S.E. ward through thick ice at 5 P.M. got out to where it is very thin with out doing any damage middle part Strong breeze came down to doubled reef Sails latter part blowing Strong gale Ship under the lee of the ice Boat 69° 56

Saturday the 5th

Comes in with Strong gale from N.E. Ship in short tacks among skating ice at 5 P.M. made more sail middle part Strong and thick weather wind the same latter part Strong Ship working to N.E. ward up through the ice found the ice heavy Boat

Sunday the 6th

Comes in with fresh breeze from the N.E. Ship in the ice working to E. ward making slow head way at 8 P.M. took in sail and lay still far the night at 11 P.M. kept off again and Steered to E. ward at noon pitched out in to open water

Heat 69.30

Long 16

of Old Bedford in the Strait Agassiz
Monday Aug the 7th 1871
Comes in with strong breeze from the
N.E. Ship by the wind bearing E by S in
clear water the land in sight 5 sails in sight
at 7 P.M. Pt Bedford bearing S.E. 10 miles
distance Tacked Ship bearing N.E. by E
by the wind middle and latter part Strong the
Same working to windward Lat 69. 14.0

Tuesday the 8th
Comes in with strong breeze from N.E. Ship,
by the wind working to the N.E. and along
the shore between the ice and shore 4 sail
in sight middle part strong and thick fog
latter third weather cleared up for a while
Saw 3 Ships at anchor I all told. the ice the
Same land in sight Lat 70. 10

Wednesday the 9th
Comes in with strong breeze from the East
Ship working to windward clears weather 7 sail
in sight 2 to the windward & to land and
at 1 P.M. bearing to Ice Cape ice banks
broken to the shore middle part the
Same latter part strong working through
the ice near ice Cape the ice close down
on the Shales 5 sails in sight

Thursday the 10th
Comes in with strong breeze from N.E.
Ship working to windward through the
ice standing in to 8 fathoms and off to 13
at 3 P.M. come in foggy went in to a
hale in the ice and lized aboard for the night
middle and latter the same fog and weather
the same ship near the Shales in 13 fathoms

Remarks on Board Bark Eugenia
1871

Friday Aug the 11th
Came in with strong breeze from
N.E. Ship under Short Sail among
the ice near the Shales the same
as yesterday at 4 P.M. cleared up
main Sail and Steered N.E. by
Bottle Wind by compass making an
E. Course a little to the Starboard
of the Shales stood over to the Shore
in 6½ fathoms and Tacked to the N.W.
ward at 7 P.M. made and better
thick fog Ship by the Wind under Short
Sail by the Wind

Saturday the 12th
Came in with light breeze and thick
fog at 1 P.M. cleared up and the
Ship by the Wind heading N.E. by N. by
compass still a coming up to N.
stood into 2 fathoms and then heading
along Shore at 3 P.M. began to
see Ships to the N.W. ward and
soon a sailing at 4 P.M. and 12 Seal
a sailing ship heading N. up far
the Ships by compass met them at anchor
middle & latter part the same at 11 P.M.
came to anchor with the other Ships
& of them a sailing had to take

Sunday the 13th
Came in with fresh breeze from the
N.W. ward ice drifting to the Starboard with
the current some of the Ships went in
Shore of the that was a ground middle
and latter much the same at
2 P.M. went into the ice with the
Boats and after ~~the~~ Shales and heard
several more

of Mon Bedford in the Electric near Algeester
Monday the 14th the
comes in with light breeze from the
Starboard Ship under way 4 Boats off at 4 came
in foggy Boats came on Board at 5 came
to anchor again in the same place
middle and latter weather the same but clear
at 3 o'clock lowered the boats at 10 the mast
Boats struck a whale and saved the ship got
under way and took the whale

Tuesday the middle and latter part the same
Boats off as usual ship at anchor

Tuesday the 15th
comes in with fresh breeze from the Star
4 Boats off ship at anchor middle part the
same latter part clear weather 4 Boats off
at 10 the mast Boat struck and saved the
Ship got under way and took the whale

Wednesday the 16th
comes in with light breeze from N.E. and fine
weather at 4 took the whale along side
and came to anchor again and came to but
middle part the same latter Boats off at 8
o'clock came in foggy at 10 the Boats came
on Board some 9 more ships came in in
light making 29 all told together with in

Thursday the 17th
comes in with light air from the S.W. and thick
fog ship lying at anchor a boiling current
running to Starboard quick a plenty of ice appearing
by the ship the whale today only saw one
yesterday middle part light the ice came down on
the ship part the harbor cable and loading the
a net for one 15 fathoms of line and taking up
a large quantity of copper and chopping the stratum
Bac there fog being comparable to more ships
ice there latter part the same at 10 o'clock

Remarks on Board *Eugenia*. of
continued Thursday the 17th

drifted down to a large cake of ice a ground
got out lines and made fast and lying under
the lee of the ice employ in hauling thick
fog;

Friday the 18th

comes in with ^{light} air from S.W. and ship
in the ice made fast to a cake of ice a ground
which gives a good brake off for the drift ice
employed in hauling, thick fog ship in
10 fathoms to middle part the ice broke
a drift and sail and tide up to another
cake of ice employed in standing down thick
fog. Stow down 1 cask containing 2283 gallons

Saturday the 19th

comes in with light baffling air from
all round ship in among thick ice broke a
drift from the cake and came to anchor
in 17 fathoms ice thick current running
fast to S.W. and took the anchor and went
on to 3 1/2 fathoms and let go the big anchor
also one small one the ice appears
to go clear of us the big ice grounds
before it gets to us middle and latter part
weather the same ship lying well in the same
place

Sunday the 20th

comes in with light baffling air from
all directions ship lying at anchor in the same
place considerable ground ice around the ship
30 ships in sight when it clears up foggy
most of the time all baled ice off shore of the
ships prospects looks bad for whaling middle
and latter part the same ice packed
close off shore no chance for whales at
all

Mon. Bedford in the Arctic Age at Chester
Monday the 21 of Aug 1871
comes in with light air from S.W. Ship lying at
anchor the same in 3 fathoms ice aground around
the ship no chance for whales at present not until
we have a N.E. wind to blow the ice off shore
middle and latter part much the same thick
fog

Tuesday the 22th
comes in with light air from S.W. and thick fog Ship
lying the same as yesterday in the same at 11 P.M.
wind hauled to N.W. at 1 the ice begins
to open a little middle part light from S.W.
and thick latter part fresh breeze from N.E.
Ship lying the same weather the same ice
not opening much

Wednesday the 23th
comes in with fresh breeze from N.W.
ward Ship coming round to S.W. and taking
off shore clear weather
30 Ships in sight but can not get out to the
ward yet for ice but as the wind is to the
ward things look better middle part the same
ice worked off some latter the same open
Boat off gaining up between the ice and shore but
no chance for a whale

Thursday the 24th
comes in with fresh breeze from N.W. and
clear the ice setting in shore a little does
not look so favorable as it did this morning
middle part the same latter fresh and foggy wind
the same boats all aboard

Remarks on Board The Eugenia

Friday Aug the 25th
comes in with strong breeze and thick
weather from N.E. Ship lying at
anchor at 7 P.M. strong breeze the ice
begins to open middle the same thick
fog latter same at 7 P.M. lowered
3 boats

Saturday the 26th
comes in with strong gale from N.E.
and thick fog at 5 P.M. the boats came on
board with out success found that ice had opened
a grate hole to the Ward at 6 cleared
up middle part strong latter part the
same and thick at 5 lowered 3 boats
at 11 cleared up some boats off shore
some 8 or 10 miles at noon the Harbor
boat struck and saved the whale

Sunday the 27th
comes in with strong breeze from
the N.E. Ship under way going
off shore for the whale at 5 took
the whale along side and came to
anchor in 19 fathoms at 11 finished
cutting and got under way again
middle and latter part light Ship not
holding her order employed in hauling

Monday the 28th
comes in with light breeze from N.E.
and thick by spells 12 sail in sight
3 abailing the land in sight 8 miles
distance and some drift ice Ship
by the wind working to starboard middle
and latter part light Ship under way
employed in hauling, 3 Boats off thick
weather

Tuesday Aug. the 29th

Came in with light breeze and thick weather from offward Shift under day employed in hauling 3 Boats off at 5 o'clock the Boats came on board Staid to the Edward in shore plenty ice at 11 o'clock came to anchor in 8 fathoms near Main rights In the afternoon employed in hauling middle and latter the same

Wednesday the 30th

Came in with came in with fresh breeze from S.W. Ship lying at anchor Secatching ice drifting down past in shore at 2 finished a hauling middle part wind fresh plenty ice passing the Ship and some heavy ice at 3 o'clock 2 of the men got to fighting, Mr. Comer the 2^d afternoon went forward to stop the row and one of them ^{George White by name} says that he would not far him as rowing Gun of a pick Mr. Comer took hold of him to part them when he struck Mr. Comer he then hauled him clear and while in the act of taking him up another one interfered with a large broad Bar saying to Mr. Comer that he had bumped his res out with it if he did not let his beam go about that time the 4th mate came to my room and told me that there was a row on deck putting my clatter on Incident on deck the 2^d mate had George White up and this James Dearman followed along trying to have more of his Shipmates come to join him for a general row I reported to Capt. Myre that there was a row and that it was that George White and and thought it was best to put him in irons and so I did and put him in the run and Dearman said he wanted to go in irons too which I sent him forward at 7 o'clock Capt. Myre had George White come on deck and his irons taken off and cleared up in the Virgin rigging and he was insolent and using menacing threats to Capt. Myre and the officers that there should be plenty dark water between her and the Islands and using the worst disreputable language possible

James
Dearman

Remarks on Board Bark Eugenia

the 30th Continued

1851

and then Capt Aye told me to call Dearmon
aft which I did he was saucy and insolent also
making money threats and threatening Capt Aye
and the officers that he would do this and
do that So we tied him up in the rigging
before him told this friend White to hold out
but he soon began to think different of it when
he was up there 20 minutes they began to
want to be let down analagizing that they was
in the ring and hazing Capt Aye and
the officers pardon when up 30 minutes
we askt them down and let them walk deck a while
they began to act as tho they had forgot
there promise that they had just maid
So put them into the rigging again for
20 minutes more which they promised
to be good men and make no more trouble
and do there duty while blonging to
the Fair Ship upon that Capt Aye
let them down and sent them to there
duty in hopes they will behave them
selves that 2 were bad men as we
have good reasons to man they have
been talking about there knives
several times before if there were trouble
as a that they had the ship where they
wanted her that the officers were
afraid of them and that would do as they
pleased this Dearmon when he was called
aft he called on the men forward to come
and help him which they would not do
as they have ben a riding with those ship
mates they have got no more friends forward
than they have aft

PS on the 6th of April
I had some trouble with this George White
as you can see by looking back To that
date Lighter light air from S W
plenty see around the ship

of Chen Bedford in the Arctic Age Master

Thursday Aug the 21st 1841
Came in light drifting air from off W. ward
and thick fog and soon the ice thick around the
Ship fending off the ice with Stading sails
Balm at 5 the ice more open middle part
Calm with Snow latter part fresh breeze from
N. E. Ship lying at anchor ice thick in
shore thick weather at 5 AM 4 Boats went
off for Whales Saw several going to S. W.
Grass 3 Whales and lost all off them
The Starboard boat struck 2 and started on one
and treacher took his line the Bow Boat
the whale took the line

Friday the 22nd Sept the 1st
Came in with fresh breeze from the N.
Ship lying at anchor 4 Boats off among
the ice at 3 2 came on Board and hoisted
men lines the other came at 6 PM
middle the ice came down had to float Ship
latter part ice thick came down on us forced
the Starboard to haul 30 fathoms from the wind
loading the anchor and when one Boat anchor
one coil of 3 inch Mainline rope tearing
away the Boat Star left go the Starboard
anchor the Big one paying out a small
Shape the 3/4 of a mile from land in 8 fathoms
Some 2 to 3 Sail in sight all jammed in the ice
Moose are the best things look had at
present

lost 2 anchors & 2
30 fathoms of Mainline and other
things

Remarks on Board Bark *Eugenia* 1871

Saturday Sept the 2^d

Came in with light baffling air from S. W. wind Ship in the ice close a shore with one anchor down with a short scope dragging along shore to starboard at 4 ice opened a little at 10 closed up tide as possible the current slackened some middle part air light and baffling latter part the same for air from S. W. wind Ship in the same place off the mouth of Main Rights Inlet. Saw the Thomas Dickersons people hunting a whale on the ice could not get to him for the ice to see whose whale it was but rather suspicious that it's ours middle and latter part weather the same Ship lying as well as soon be expected under the Surron Stones.

Sunday the 3^d

Came in with light baffling air from all directions Ship blocked in the ice tide at 1/2 mile from the shore at 1 o'clock hove up the anchor and made the Ship fast to the ice middle and latter change in the weather near the ice Ship lying the same. Saw Capt. Kelley of the *Seneca* down to us from the northern fleet reports over one half of the fleet fast in the ice and the others crowded broadly to the beach also the Bark *Reedman* crushed with the ice and the Brig *Comett* and a little later

in the ice near Haindrights Inlet -

Monday the 4th

comes in with light baffling airs from the wind
the ice the same weather as the Thomas
Dickerson lying in an open place took another
whale 6 sail in sight near us middle and
latter part of the same ship lying the same and
the Dickerson took his third whale in the same
hole

Tuesday the 5th

comes in with light airs from the wind
no change in the ice nor weather the Brig,
Victory, and Dickerson in a small hole
of clear water with their boats down all of the time
all the rest of the ships blocked sailed middle part the
same latter part fresh breeze from off the land we must
have every report on the ice yet clear weather
etc. the other fleet to the wind of us came 20
of them from mast head one off them a sailing

Wednesday the 6th

comes in with light breeze from S E true
off the land not strong enough to start the
ice ship in the same position in the same
middle part the fresh from S E at 3 o'clock
the ice took a start squeeze the ship had
taking a good deal of copper and some sheathing
latter part light and baffling the ice packed
more solid than ever

Thursday the 7th

comes in with light baffling the ice packed
solid around the ship drifting off shore a
little 9 1/2 fathoms of water some of the other
ships in clear water middle and latter
part much the same no change in the ice
light baffling wind

Reemarlson Baard Bark Eugenia

1871

Friday the 8th Sept
comes in with light baffling wind
from Eward Ship in the ice the same
no change middle part wind hauled to S W
and blew strong at 11 P.M. the ice began
to move some at 3 P.M. moved again
at 4 the ice took the Ship astern and
parting the rudder stables and putting the
tiller hard a port breaking the rudder stock
and putting the blade hard a thwart the stern
post barring pindles and 2 of the gages if not
all of them can not see now far ice as yett.

The rudder had been clear of ice all at the time until
she took this start astern the Ship not cleaving
any gett.

Saturday Sept the 9th
comes in with light baffling wind & Ship
in the ice blacked Sailed as ever and in the
same position 9 fathoms of water the
Ship Julian looking quite bad the
Chas. Hunt's Condensers and Sails to Capt
Lander for \$16 dollars as I understand
Several vessels & crews employed in getting
out Provisions and hardages and very other
things men from the open fleet as making
separations to leave there Ships and go down
in there Boats to find the 6 Ships that
is to the Eward of the ice as yett have made
no separations hear but felt one entering Boat

in the ice at Wainwrights Inlet

Sunday the 10th

Comes in with light baffling airs and hole in a making in the small holes Ship in the ice the same nothing done as yett most of the people on the other ships as busy in getting their Boats and Provision ready for any emergency middle part light air and cold latter much the same employed in getting the provisions out of the lower hole and putting them between decks at 11 AM the Brig Victory got under way to go down to the clear water to meet the other ships the condition that we are in there is a narrow strip of clear water between the land and the ice but very shallow 8 feet and less The Brig

Monday Nikola has come down near to us and is again (this AM) middle part fresh breeze from SE no change in belongs the ice latter part the same at 6 AM got to the Brig afloat came to anchor in 3 fathoms latter and again at 10 AM on board of us commenced to middle make a few bags for provisions not filling part of them yett left away on board some of the other ships of Monday
~~Monday~~

Tuesday the 12th

Comes in with light breeze from the Edward Ship in the ice the same See several Boats passing to the Edward with provisions belonging to the Combaria and Gay Heed.

Middle & latter parts much the same at day light sent the Mate & 50 men with 3 Boat loads of provisions, the remainder of the crew and getting ready to leave the ship & all of the other ships sending provisions South & making preparations for leaving there (So called) Ship alone in the ice 2 mile from the open water.

Remarks on Board Bark Eugenia
Wednesday Sept 3rd 1891

Commenced with moderate southerly breeze & to do weather. The Ship borewound solid in the ice without any accident. Mid & Second Mate gone South with provisions. The remainder of the crew making preparations for leaving the ship. Middle & latter party wind fresh from S.W. all the other ships are sending provisions South & making way to save the (S. & S. S.)

Thursday Sept 14th

Commenced with moderate breeze from the Westward & pleasant weather, at 9 P.M. My Second Mate came on board reporting heavy ice all the way down to Cape & 2 Barks to the South of it and blessing so hard could not communicate with them. Had left the Mate & provisions landed on Ice Cape, waiting for the weather to moderate so that he could get on board of them. Middle & latter party wind & weather much the same, at day light loaded the Second Mate's boat with provisions again & sent him South, on a board of the boat (S. & S.) Lat & Long of Wainwright Inlet

Friday Sept 15th

Continued pleasant with moderate breeze from the Westward Ship borewound solid as ever in the ice, at 1 P.M. Saw all the ships from all the other ships leaving for the South with their colours set, as a sign of abandonment of their ships, then I commenced packing my boat & provisions over the ice a half mile to open water and at 6 P.M. all hands left the goods. At Eugenia borewound solid in the ice with her ensign flying at the main peak

First of oil Stowed - Down

| | gals | | gals | | gals |
|---------|------|--------|------|---------|-------------|
| Aug 12 | 179 | Aug 28 | 347 | Sept 12 | 340 |
| | 273 | WH | 341 | WH | 265 |
| FM | 346 | | 197 | | 197 |
| WM | 348 | | 291 | | 346 |
| | 1146 | | 268 | | 322 |
| Sept 21 | gals | | 292 | | 268 |
| WH | 269 | | 291 | | 340 |
| | 348 | | 292 | | 2077 |
| | 205 | | 3150 | | 2611 |
| | 264 | | 2611 | | 1912 |
| | 238 | | | | 1146 |
| | 288 | | | | <u>7746</u> |
| | 300 | | | | |
| | 1912 | | | | |

Jan 12 Stowed away one bbl of Skush 182

| List of Bread consumed on Board Bk Eugene | | | | | | |
|---|----|-------|----------|-----|---------|-------|
| Oct | 14 | 18.69 | one cask | 267 | gallons | " " " |
| Nov | 20 | " " | one cask | 289 | gallons | " " " |
| Nov | 13 | " " | one cask | 288 | gallons | " " " |
| Jan | 1 | " " | one cask | 318 | gallons | " " " |
| Jan | 21 | 18.70 | one cask | 293 | gallons | " " " |
| Feb | 3 | " " | one cask | 291 | gallons | " " " |
| Feb | 25 | " " | one cask | 296 | gallons | " " " |
| April | 10 | " " | one cask | 293 | gallons | " " " |
| May | 14 | " " | one cask | 286 | gallons | " " " |
| June | 25 | " " | one cask | 293 | gallons | " " " |
| July | 30 | " " | one cask | 313 | gallons | " " " |
| Aug | 17 | " " | one cask | 320 | gallons | " " " |
| Sept | 21 | " " | one cask | 315 | gallons | " " " |
| Oct | 22 | " " | " " | 244 | " | " " |
| Oct | 12 | " " | " " | 318 | " | " " |
| Nov | 1 | " " | " " | 266 | " | " " |

List of Bread Consumed on Board
During 18.71

| | | |
|---------|---|-------------------------|
| Jan 27 | Started one cask of Bread | 706 lbs of Bread |
| Feb 28 | Do do " " Bread | 320 gallons |
| Apr 13 | Do " " " Do | 313 Do |
| May 8 | consumed using Bread Paught an shore | 1031 lbs |
| | $\frac{1}{2}$ cask left from Apr 13 #gett | |
| July 18 | 1 Do of Bread containing | 320 gallo _{ns} |
| Aug 15 | 1 Do " Bread " do | 266 Do |

List of Flour consumed on Board Bk Eugenia

| Date | No | of barrels | " | " | " | " | " | " | " |
|--------|---|------------|---------|---|---|---|---|---|---|
| Oct 7 | " | 6 | barrels | " | " | " | " | " | " |
| Feb 23 | " | 3 | barrels | " | " | " | " | " | " |
| June 6 | " | 5 | barrels | " | " | " | " | " | " |
| Aug 14 | " | 5 | barrels | " | " | " | " | " | " |
| Nov 8 | Started one Cask Flour 203 Gall. 5 1/4 bbls Flour | | | | | | | | |

List of Flour consumed on Board JD 1871

| Date | No | of barrels | " | " | " | " | " | " | " |
|------------|----|-------------------|-----|---|---------|------|---|---|---|
| Feb the 18 | " | one cask of Flour | 175 | 5 | gallons | bbls | | | |
| May the 8 | " | one cask of Flour | | 6 | bbls | | | | |
| Aug the 14 | " | one cask " Flour | 165 | 5 | Do | | | | |

Sirt of Small Stores consumed on Board Bk Eugenia

| | | | | | | | | |
|----------|----------|----------|-----------|--------------|--------|---|---|---|
| Sept 27 | 75 | lbs | Sugar | " | " | " | " | " |
| " | " | 100 | lbs | Coffee | " | " | " | " |
| " | " | 30 | Gals | Molasses | " | " | " | " |
| Oct 7 | 60 | lbs | rice | " | " | " | " | " |
| Nov 1 | 96 | Gals | Molasses | " | " | " | " | " |
| " | " | 50 | lbs | meal | " | " | " | " |
| " | " | 100 | lbs | codfish | " | " | " | " |
| Nov 27 | 100 | lbs | codfish | " | " | " | " | " |
| " | " | 100 | lbs | Sugar | " | " | " | " |
| " | " | 120 | lbs | Coffee | " | " | " | " |
| " | " | 100 | lbs | meal | " | " | " | " |
| " | " | 200 | lbs | Beans | " | " | " | " |
| " | " | 50 | lbs | Rice | " | " | " | " |
| Dec 4 | 50 | lbs | Rice | " | " | " | " | " |
| " | " | 50 | lbs | meal | " | " | " | " |
| " | " | 60 | lbs | Sugar | " | " | " | " |
| " | " | 100 | lbs | Coffee | " | " | " | " |
| " | " | 100 | lbs | Beans | " | " | " | " |
| " | " | 105 | Gals | Molasses | " | " | " | " |
| April 28 | 100 | lbs | Sugar | " | " | " | " | " |
| " | " | 50 | lbs | corn meal | " | " | " | " |
| " | " | 50 | lbs | rice | " | " | " | " |
| " | " | 70 | lbs | Beans | " | " | " | " |
| " | " | 100 | lbs | Coffee | " | " | " | " |
| " | " | 100 | lbs | Dried apples | " | " | " | " |
| " | " | 30 | Gals | Vinegar | " | " | " | " |
| June 4 | 60 | lbs | Rice | " | " | " | " | " |
| " | " | 1 | Chest | of Tea | " | " | " | " |
| " | " | 100 | lbs | of meal | " | " | " | " |
| " | " | one cask | Molasses | 140 Gals | " | " | " | " |
| " | " | one keg | Butter | 50 lbs | " | " | " | " |
| Sept 11 | one cask | Molasses | 122 Gals | " | " | " | " | " |
| Nov 8 | 30 lbs | Rice | & Vinegar | & apples | " | " | " | " |
| " | " | 100 | " | Coffee | " | " | " | " |
| Dec 23 | one | Keeg | of Sugar | 110 | " | " | " | " |
| Do 27 | " | Chest | " | Tea | " | " | " | " |
| Jan 23 | " | Keeg | " | Butter | 50 lbs | " | " | " |
| May 14 | " | Keeg | " | Butter | 50 Do | " | " | " |

List of Watter consumed on Board Hk Eugenia

| Date | | Gallons | | | | | |
|-------|---------|-----------------------------|-----|--|--|--|--|
| Sept | 20 1869 | | 291 | | | | |
| " | " " " | " | 175 | | | | |
| Sept | 28 | " | 294 | | | | |
| " | " " " | " | 298 | | | | |
| Oct | 7 | " | 294 | | | | |
| Oct | 14 | " | 290 | | | | |
| Oct | 2 | " | 212 | | | | |
| Nov | 10 | " | 345 | | | | |
| Nov | 18 | " | 348 | | | | |
| " | " " " | " | 268 | | | | |
| Nov | 26 | " | 269 | | | | |
| Dec | 4 | " | 349 | | | | |
| " | " " " | " | 346 | | | | |
| Dec | 23 | " | 278 | | | | |
| Jan | 1 1870 | " | 272 | | | | |
| Jan | 16 | " | 316 | | | | |
| " | " " " | " | 312 | | | | |
| Feb | 1 | " | 220 | | | | |
| " | " " " | " | 145 | | | | |
| Feb | 10 | " | 310 | | | | |
| " | " " " | " | 156 | | | | |
| Feb | 19 | " | 312 | | | | |
| Feb | 25 | " | 165 | | | | |
| " | " " " | " | 295 | | | | |
| March | 12 | Left of "water" this cruise | 346 | | | | |
| May | 4 | " | 344 | | | | |
| " | " " " | " | 348 | | | | |
| May | 12 | " | 343 | | | | |
| " | " " " | " | 264 | | | | |
| May | 21 | " | 340 | | | | |
| " | " " " | " | 256 | | | | |
| May | 29 | " | 246 | | | | |
| June | 4 | " | 185 | | | | |
| June | 14 | " | 240 | | | | |
| " | " " " | " | 200 | | | | |
| June | 20 | " | 264 | | | | |
| " | " " " | " | 193 | | | | |
| June | 28 | " | 264 | | | | |
| " | " " " | " | 460 | | | | |

List of Water consumed in House Eugene

July 13. Gardens

3. 46

July 27 . 346

161

July 30 .. 3 46

2 yr

Aug 17 \$ 40

162

Sept. 6 " " 31.6

546

.. .. 15 154

154

" 26 " 336

147

First of Beef & Pork consumed on board Bk Eugenia

| Date | Beef | No | " | " | Pork | No | " | " | " |
|-----------------|---------|---------|---------|----|---------------|------|------|---------|--------------|
| Sept 20 .. 1869 | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Oct 14 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Oct 31 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Nov 15 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Dec 9 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Dec 28 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Jan 16 .. 1870 | Beef | one | hrl | .. | Pork | one | hrl | .. | .. |
| Jan 31 .. " | Beef | one | hrl | .. | " | " | " | .. | .. |
| Feb 4 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Feb 20 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| March 12 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| April 2 .. " | Beef | one | hrl | .. | Pork | one | hrl | .. | .. |
| April 28 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| May 6 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| May 25 .. " | Beef | one | hrl | .. | " | " | " | .. | .. |
| May 30 .. " | Beef | one | hrl | .. | " | " | " | .. | .. |
| June 6 .. " | Beef | two | hlls | .. | " | " | " | .. | .. |
| June 19 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| June 30 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| July 13 .. " | Beef | two | hlls | .. | " | " | " | .. | .. |
| July 24 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| July 31 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Aug 13 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Aug 24 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Aug 28 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Sept 13 .. " | Beef | two | hlls | .. | Pork | one | hrl | .. | .. |
| Oct 12 .. " | Started | | | | One Cask Pork | 120 | 4 | 4 Blls. | |
| " 25 .. " | " | | | | " | " | Beef | 114 | " 4 " |
| Nov 8 .. " | " | | | | " | " | " | 119 | " 4 " |
| " .. " | " | | | | " | " | Pork | 115 | " 3 1/2 " |
| Dec 27 .. " | Beef | | | | one cask | Pork | 135 | " 3 1/2 | bbls |
| Jan 16 1871 | Pork | 1 cask | | | | | | 130 | " 4 1/2 bbls |
| Do 21 .. " | Beef | 1 cask | | | | | | 158 | " 5 1/2 Do |
| Do 23 .. " | bbl | of pork | | | | | | 1 | |
| Feb 18 .. " | one | cask | of Beef | | | | | 119 | 3/4 Do |
| Do .. " | " | Do | " Flour | | | | | 175 | 5 Do |
| March 4 .. " | one | cask | of Pork | | | | | 140 | 4 1/4 bbls |
| Do 24 .. " | Do | Do | " Beef | | | | | 115 | 3/2 ... |

3 Blls Beef and 4 Blls Pork not accounted for in this account. But would it has been consumed.

Continued

May the 7 apm

1801

The 10 1 basket of Beef

125 " 3 1/2 lbs

Do " " Park

135 " 4 1/2 Do

31 1 basket " Beef

~~125~~ gallons 4 Do

14th of June " Beef

135 4 1/2 Do

Do " " Park

135 4 1/2 Do

July 12 1 basket " Beef

125 " 4 Do

Do 24 1 Do " Park

140 " 4 3/4 Do

Aug 27 Do Beef

125 3 1/2 Do

Do 27 Do Park

140 4 1/2 Do

Account of rigging and ton line consumed
on Board Bk Eugenia during 1871

Dec 26th 1870 5 coils of ton line holed 14 new lines
1871 Apr 10 new Tabb and fore top, mast Staysail down
hauls new main top & 2nd huntlin
June 10 Tabb sheets and Staysail do
Feb 15 fore top & 2nd halyards
Aug 31 fore coils of ton line to fill the tuts

Oct 1869 cut up one cask for Tubs 30 gal
and grind Stone Tubs

Jan 1871 cut up one cask for Spare Stones 135 gal

Bark Eugenia

Standard - 4/26/12

19/4

